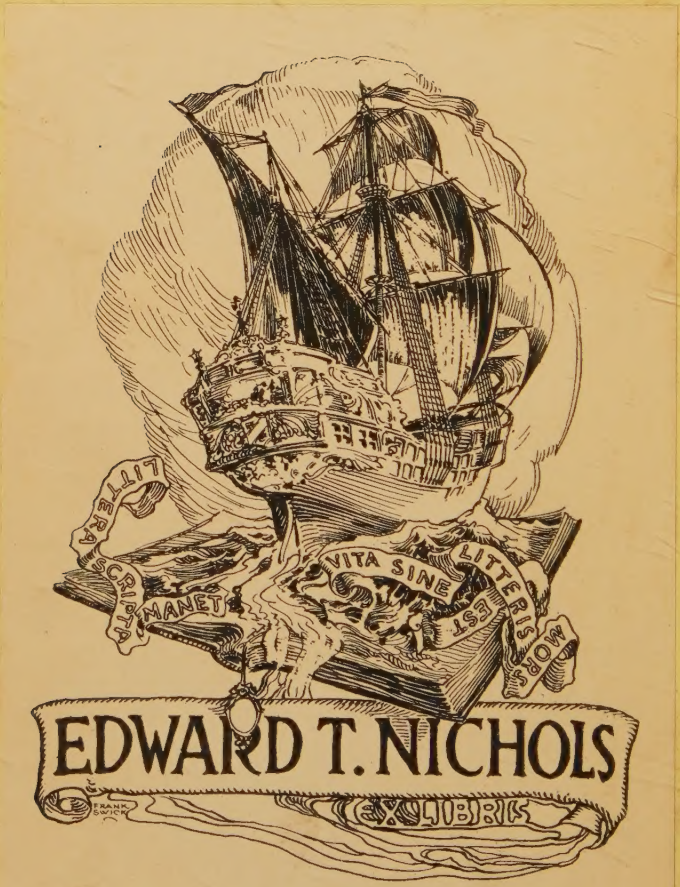
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Burning of the Kent, East Indiaman.

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THE

BOOK OF THE OCEAN,

AND

LIFE ON THE SEA:

CONTAINING

THRILLING NARRATIVES AND ADVENTURES OF OCEAN LIFE IN ALL COUNTRIES, FROM THE EARLIEST PERIOD TO THE PRESENT TIME.

WITH SIXTY ILLUSTRATIONS

VOL. I.

AUBURN AND ROCHESTER:
ALDEN & BEARDSLEY.
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PREFACE

Shipwreck may be ranked among the greatest evils which man can experience. It is never void of danger, frequently of fatal issue, and invariably productive of regret. It is one against which there is the least resource, where patience, fortitude and ingenuity are in most cases, unavailing, except to protract a struggle with destiny, which, at length, proves irresistible.

But amidst the myriads unceasingly swallowed up by the deep, it is not by the numbers that we are to judge of the miseries endured. Hundreds may at once meet an instantaneous fate, hardly conscious of its approach, while a few individuals may linger out existence, daily in hope of succor, and at length be compelled to the horrible alternative of preying on each other for the support of life. Neither is it by the Narratives about to be given that we are to calculate on the frequency of shipwreck. It is an event that has been of constant occurrence since a period long anterior to what the earliest records can reach. In England it is calculated that about 5000 natives of the British Isles yearly perish at sea.

This perpetual exposure to peril, however, materially contributes to the formation of character, and hence are sailors preeminently distinguished by courage, endurance, and ready invention. Habituated to the instability of the ocean, they make little account of danger, and are invariably the first in

matters of the most daring enterprise. Incessantly subjected to toil, they labor long and patiently without murmur, and the prompt and vigorous measures which are indispensable to their security, teach them the immediate application of whatever means are within their power.

A natural desire to know the fate of their fellow creatures seems implanted in the breast of mankind, and the most powerful sympathies are excited by listening to the misfortunes of the innocent. To record some impressive examples of calamity, or unlooked for deliverance, is the object of these pages; and it will be seen of what astonishing advantage are the virtues of decision, temperance, perseverance and unwavering hope in moments of extreme peril and despair.

CONTENTS.

Shipwreck of the Frances Mary - - - - 9

Loss of the Ship Albion on the Coast of Ireland - 12

Loss of the Ship Logan by fire - - - - 18

Loss of the Ship Margaret, of Salem - - - 20

Burning of the Kent, East Indiaman - - - 24

Loss of the Ship Boston, by fire - - - - 31

Loss of the whale Ship Essex, of Nantucket, and the suosequent sufferings of the crew - - - 34

Narrative of the wreck of the English Ship Isabella - 36

Explosion of the U. S. Steam Frigate Fulton - - 41

Skeleton of the wreck - - - - - 42

Explosion of the Steamboat Helen Mc'Gregor - 44

Loss of the Ship Beverly, by fire - - - 49

Loss of the Ship Hercules on the coast of Caffraria, and the sufferings of the crew on their journey to the Cape of Good Hope - - - - - - 51

Description of a storm at Sea - - - - 79

Wreck of the Brig Commerce on the Western coast of Africa - - - - - - - - 86

The Spanish Wreck - - - - - - 111

The Fatal Repast - - - - 115

Adventures of Madame Denoyer - - - 125

Narrative of Capt. W. L. Cazneau - - 130
The Main-Truck, or a Leap for Life - - - 134
The frigate Constitution - - - - - 143
Loss of the British Ship Hibernia - - - - 153
Mutiny of the Ship Bounty - - - - - 155
Narrative of Capt. Lincoln - - - - - 169
Narrative of John R. Jewitt, of the Ship Boston, taken by the Savages at Nootka Sound - - - 207
A Monkey Trick - - - - - - - 285
The Eddystone Light House - - - - - 286
A Polite Sea Robber - - - - - - 290
Forty-five Days Sufferings - - - - - 293
The Pirate's Treasure - - - - - 299
Wreck of the Cumberland Packet - - - - 316
Loss of the Brig Sally - - - - - - 319
Sufferings of Ephraim Howe - - - - - 321
Voyage from Halifax to Burmuda - 223
Loss of the Transport Harpooner - 327
A Tale of the Sea - - - - 331
Loss of the Lady of the Lake - - - - 334

THE

BOOK OF THE OCEAN.

SHIPWRECK OF THE FRANCES MARY

The Frances Mary was a new ship, of about 400 tons burthen, commanded by Capt. Kendall, and bound from New Brunswick to Liverpool, laden with timber. We publish the following particulars of this dreadful disaster as related by Capt. Kendall.

Sailed from St. Johns, N. B., Jan. 18, 1826. Feb. 1, strong gales from the W. N. W.,—carried away the main-topmast and mizzen-mast head ;—hove to,—got boat's sails in the main rigging, to keep the ship to the wind. At 11, P. M. shipped a heavy sea, which washed away the cabouse, jolly boat, and disabled five men. Feb. 2, cleared away the wreck and made sail before the wind, strong breezes. Feb. 5, 11, A. M., strong gales, with a heavy sea; clewed up the sails and hove to, head to the southward;—shipped a sea, which carried away the long boat, companion, tiller, the best bower chain, unshipped the rudder, and washed a man overboard, who was afterwards saved. At 10, P. M. another heavy sea struck us, which stove in our stern. Cut away our foremast and both bower anchors, to keep the ship to the wind. Employed in getting what provision we could, by knocking out the bow port; saved 50 lbs. of bread and 5 lbs. of cheese, which we stowed in the maintop. Got the master's wife and female passenger up, whilst we were clearing away below, lightening the ship, most of the people slept in the top. At daylight, found Patrick Conney hanging by his legs to the catharpins, dead from fatigue;—committed his body to the deep.

Feb. 6, at 8, A. M., saw a strange sail standing towards us; made signals of distress,—stranger spoke us, and remained in

company 24 hours, but gave us no assistance; the American making an excuse that the sea was running too high. Made a tent of spare canvass on the forecastle—put the people on an allowance of quarter of a biscuit a day. Feb. 8, saw a brig to leeward—strong gales. Feb. 9, 10 A. M., observed the same vessel to windward—made the signal of distress; stranger bore up and shewed American colors. Feb. 10, he spoke us, asking how long we had been in that situation, and what we intended to do,—if we intended leaving the ship? Answered yes. He then asked if we had any rigging? Answered yes. Night coming on, and blowing hard, saw no more of the stranger. Suffered from hunger and thirst.

On the 11th, saw a large ship to the northward—did not speak her;—wore head to the northward. At this time all our provisions were out, suffered much from hunger, having received no nourishment for nine days. Feb. 12, departed this life, James Clark, seaman,—read prayers, and committed his body to the deep. We were at this time on a half gill of water a day, and suffered much from hunger. During the whole period of being on the wreck we were wet from top to toe. Feb. 22, John Wilson, seaman, died at 10, A. M.; preserved the body of the deceased, cut him up in quarters, washed them overboard, and hung them up on pins. Feb. 23, J. Moore died, and was thrown overboard, having eaten part of him, such as the liver and heart. From this date to Saturday, 5th of March, the following number perished from hunger, viz. Henry Davis, a Welch boy, Alex. Kelley, seaman, John Jones, apprentice boy, nephew of the owner, James Frier, cook, Daniel Jones, seaman, John Hutchinson, seaman, and John Jones, a boy—threw the last named overboard his blood being bitter.

James Frier was working his passage home, under a promise of marriage to Ann Saunders, the female passenger who attended on the master's wife, and who, when she heard of Frier's death, shrieked a loud yell, then snatching a cup from Clerk, the mate, cut her late intended husband's throat and drank his blood! insisting that she had the greatest right to it. A scuffle ensued, but the heroine got the better of her adversary, and then allowed him to drink one cup to her two.

Feb. 26, on or about this day an English brig hove in sight; hoisted the ensign downward, stranger hauled his wind towards us, and hauled his foresail up when abreast of us; kept his course about one mile distant—set his foresail, and we soon

lost sight of him—fresh breeze with a little rain—the sea quite smooth, but he went off having shown English colors. Had he at this time taken us off the wreck, much of the subsequent dreadful suffering would have been spared us.

March 7. His B. M. ship Blonde came in sight, and to our relief, in lat. 44, 43, North, long. 31, 57, W. Words are quite inadequate to express our feelings, as well as those which Lord Byron and our deliverers most evidently possessed, when they had come to rescue six of their fellow creatures, two of them females, from a most awful, lingering, but certain death. It came on to blow during the night a fresh gale, which would no doubt have swept us all overboard. Lieut. Gambier came in the ship's cutter to bring us from the wreck. He observed to us, "You have yet, I perceive, fresh meat." To which we were compelled to reply, "No sir, it is part of a man, one of our unfortunate crew,—it was our intention to put ourselves on an allowance even of this food this evening, had not you come to our relief." The master's wife, who underwent all the most horrid sufferings which the human understanding can imagine, bore them much better than could possibly have been expected. She is now, although much emaciated, a respectable good looking woman, about 25 years of age, and the mother of a boy 7 years old. But what must have been the extremity of want to which she was driven, when she ate the brains of one of the apprentices, saying it was the most delicious thing she ever tasted ; and it is still more melancholy to relate, that the person, whose brains she was thus forced by hunger to eat, had been three times wrecked before, but was providentially picked up by a vessel, after being 22 days on the wreck, water logged: but in the present instance, he perished, (having survived similar sufferings for a space of twenty nine days,) and then became food for his remaining shipmates !

Ann Saunders, the other female, had more strength in her calamity than most of the men. She performed the duty of cutting up and cleaning the dead bodies, keeping two knives for the purpose in her monkey jacket; and when the breath was announced to have flown, she would sharpen her knives, bleed the deceased in the neck, drink his blood, and cut him up as usual. From want of water, those who perished drank their own urine and salt water. They became foolish, and crawled upon their hands round the deck when they could, and died, generally, raving mad !

After floating about the Ocean for some months, this ill fated vessel was fallen in with by an English ship, and carried into Jamaica, where she was refitted, and again sent to sea. The putrid remains of human bodies, which had been the only food of the unfortunate survivors, was found on board the vessel

LOSS OF THE SHIP ALBION.

The following account of this melancholy shipwreck was given by Henry Cammyer, first mate of the vessel.

We sailed from New York on the first of April, 1822, in the ship Albion, of 447 tons, with a crew, including officers, of twenty five in number, besides twenty three cabin, and six steerage passengers ; making in the whole fifty four persons, only nine of whom now live to relate the melancholy tale. For the first twenty days we continued our voyage with moderate and favorable weather ; and at about half past one o'clock in the afternoon of Sunday the 21st, we made the land. The Fastnet rock bore by compass, E. N E., distance about three leagues. At 2, made Cape Clear, bearing E. and by N., distance about two leagues. Thick and foggy, blowing

fresh, and heavy squalls from the southward. Ship heading up E. S. E., carrying all prudent sail to crowd the ship off the land. The gale increasing, shortened sail occasionally. At 4 o'clock, then under double reefed topsails, foresail and mainsail, carried away the foreyard, and split the foretopsail. Got the pieces of the yard down, and prepared to get another yard up. Gale increasing, about half past four, took in the mainsail and mizzen-topsail, and set the main-trysail. Night coming on, cleared the decks for working ship. At half past eight, gale still increasing, with a high sea. Shipped a heavy sea, which threw the ship on her beam ends, and carried away the mainmast by the deck, the head of the mizzen-mast, and fore-topmast, and swept the decks clear of every thing, including boats, cabouse house, bulwarks and compasses, and stove in all the hatches, state rooms, and bulwarks in the cabin, which was nearly filled with water. At the same moment, six of the crew and one cabin passenger, Mr. A. B. Convers, of Troy, N. Y., were swept overboard.

The ship being unmanageable, and the sea making a complete breach over her, we were obliged to lash ourselves to the pumps, and being in total darkness, without correct compasses, could not tell how the ship's head lay. The axes being swept away, had no means of clearing the wreck. About 1 o'clock, made the light of the Old Head of Kinsale, but could not ascertain how it bore; and at 2, found the ship embayed. The Captain, anticipating our melancholy fate, called all the passengers up, who had not before been on deck. Many of them had received considerable injury when the sea first struck her, and were scarcely able to come on deck; others had been incessantly assisting at the pumps; and it is an interesting fact, that Miss Powell, an amiable young lady, who was on board, was desirous to be allowed to take her turn. One gentleman, who had been extremely ill during the passage, Mr. William Everhart, of Chester, Penn., was too feeble to crawl to the deck without assistance, but strange to say, he was the only cabin passenger who was saved.

Our situation at that moment, is indescribable, and I can scarcely dwell upon, much less attempt to detail its horrors. About 3 o'clock, the ship struck on a reef, her upper works beat in over the rocks, and in about half an hour after coming in over the first reef, she parted midships, and her quarter deck drifted in on the top of the inside ledge, immediately under the cliffs. Up to the period of her parting, nearly twenty persons were clinging to the wreck, among whom

were two females, Mrs. Pye, and Miss Powell. Captain Williams had, with several others, been swept away soon after she struck; a circumstance which may be attributed to the very extraordinary exertions which he used, to the last moment, for the preservation of the lives of the unfortunate passengers and crew.

A short time before she parted, myself and six of the crew got away from the vessel. After gaining a rock in a very exhausted state, I was washed off, but by the assistance of Providence, was enabled, before the return of the sea, to regain it; and before I could attempt to climb the cliff, which was nearly perpendicular, I was obliged to lie down, to regain a little strength, after the severe bruises and contusions I had received on the body and feet. One of the passengers, Col Augustine J. Prevost, reached the rock with me alive, but was, together with one of the stewards, washed off and drowned.

Some of the passengers were suffocated on deck and in the fore rigging, and some must have been destroyed by an anchor which was loose on the forecastle before the ship parted. It is scarcely possible to describe the devastation which followed. The entire cargo, consisting of cotton, rice, turpentine and beeswax, together with a quantity of silver and gold, to a large amount, was in all directions beaten to pieces by the severity of the sea, without a possibility of saving it.

Very soon after we got upon the cliffs, my poor shipmates and myself found our way to a peasant's cottage. Early in the morning, Mr. James B. Gibbens, of Ballinspittle, came to me from the wreck, where he had been since five o'clock, endeavoring to save some of the lives. He most humanely sent Mr. Everhart, Mr. Raymond, the boy, and myself, to his house, about a mile from the spot, where we experienced the kindest and most hospitable attention. The remaining survivors were taken home by Mr. Purcell, steward of Thomas Rochfort, Esq. of Garretstown, where every attention was paid them. Coffins were provided by Mr. Purcell, according to the orders of Mr. Rochfort, and the bodies that were found, were interred at Templetrine Churchyard, about four miles from Kinsale, and one from the fatal spot. The Rev. Mr. Evanson kindly officiated on the occasion. On Tuesday, I went to Kinsale to note a protest, and then first met Mr. Mark, the Consul for the U. S., who happened to be at Kinsale at that time on other business. He came over and gave directions for clothing the sufferers, who were destitute of every thing

Unremitting exertions were used daily for the recovery of the goods and specie, but without success, as none of the cargo, and but a small part of the materials of the vessel, were saved, together with property in specie to the amount of about £5,000.

The following is a correct list of the crew and passengers.

CREW. John Williams, captain, drowned; Henry Cammyer, first mate, saved; Edward Smith, 2d mate, drowned; William Hyate, boatswain, saved; Alexander Adams, carpenter, Harman Nelson, Harman Richardson, Henry Whittrell, William Trisserly, James Wiley, Robert Mc Lellan, and Thomas Goodman, drowned; John Simson, John Richards, Francis Bloom, and Ebenezer Warner, saved; Samuel Wilson and William Snow, boys, drowned; William Dockwood, drowned, body found and interred; Hierom Raymond, saved; Lloyd Potter, Samuel Penny, stewards, and Francis Isaac, boy, blacks, all drowned; Thomas Hill and Adam Johnson, cooks, blacks, both drowned, bodies found and interred.

CABIN PASSENGERS. W. Everhart, Esq. of Chester, Penn, saved; Lieut. Col. Augustine J. Prevost, Maj. William Gough, of the 68th regiment; Rev. G. R. G. Hill, last from Jamaica; Nelson Ross, of Troy N. Y.; William H. Dwight, of Boston; Mr. Beynon, of London; Professor Fisher, of New Haven College; Mr. William Proctor, of New York, Mr. and Mrs. Hyde Clark, Mrs. Pye and Miss Powell, of Canada, daughter of Judge Powell, all drowned, found and interred; Mr. A. B. Convers, of Troy, N. Y., and Madame Gardiner and son, of Paris, drowned; (Madame G's body was found and interred;) five French gentlemen, names unknown, (except Mr. Victor Millicent) drowned, found and interred.

STEERAGE PASSENGERS. Stephen Chase, of Canada, saved; Mrs. Mary Brereton, and Mary Hunt, drowned, found and interred; Mr. Harrison, carpenter, Mr. Baldwin, cotton spinner, from Yorkshire, Eng., and Dr. Carver, a veterinary surgeon, drowned.

Four bodies were also found and interred that could not be recognised.

The following account of the wreck of the Albion was communicated to the Editor of the Village Record, of Chester, Penn., by William Everhart, Esq., after his return to the United States. Mr. Everhart, it will be recollected, was the only cabin passenger who was saved, out of twenty three persons. As his statement affords some additional particulars of the disaster that may be interesting, we publish it entire.

Mr. Everhart says, that up to the 21st of April, the voyage had been prosperous and pleasant for the season, though he had himself suffered much from sea-sickness, and was almost

constantly confined to his room. The storm of the day it was supposed, was over; they were near to the coast, and all hands flattered themselves that in a short time they should reach their destined harbor; but about 9 o'clock in the evening a heavy sea struck the ship, swept several seamen from the deck, carried away her masts, and stove in her hatchways, so that every wave which passed over her, ran into the hold without any thing to stop it,—the railings were carried away, and the wheel which aided them to steer. In short, that fatal wave left the Albion a wreck. She was then about 20 miles from the shore, and Capt. Williams steadily and coolly gave his orders; he cheered the passengers and crew with the hope that the wind would shift, and before morning blow off shore. The sea was very rough, and the vessel unmanageable; and the passengers were obliged to be tied to the pumps, that they might work them. All who could do no good on deck, retired below, but the water was knee deep in the cabin, and the furniture floating about, rendered the situation dangerous and dreadful.

All night long the wind blew a gale, directly on shore, towards which the Albion was drifting, at the rate of about three miles an hour. The complete hopelessness of their situation was known to few except Capt. Williams. The coast was familiar to him; and he must have seen in despair and horror throughout the night, the certainty of their fate. At length the ocean, dashing and roaring upon the precipice of rocks, told them that their hour was come. Capt. Williams summoned all on deck, and briefly told them that the ship must soon strike; it was impossible to preserve her. Mr. Everhart says, that he was the last that left the cabin. Professor Fisher was behind, but he is confident that he never came on deck, but perished below. Some, particularly the females, expressed their terror in wild shrieks. Major Gough, of the British army, remarked, that "death, come as he would, was an unwelcome messenger, but that they must meet him like men." Very little was said by the others; the men waited the expected shock in silence. Gen. Lefebvre Desnouetts, during the voyage had evidently wished to remain without particular observation; and to prevent his being known, besides taking passage under a feigned name, had suffered his beard to grow during the whole voyage. He had the misfortune, before the ship struck, to be much bruised, and one of his arms was broken, which disabled him from exertion if it could have been availing. It is not possible to conceive the hor-

rors of their situation. The deadly and relentless blast impelling them to destruction ; the ship a wreck ; the raging of the billows against the precipice, on which they were driving, sending back from the caverns and the rocks, the hoarse and melancholy warnings of death, dark, cold and wet ! In such a situation the stoutest heart must have quaked in utter despair. When there is a ray of hope, there may be a corresponding buoyance of spirit. When there is any thing to be done, the active man may drown the sense of danger while actively exerting himself ; but here there was nothing to do but to die ! Just at the grey of dawn the Albion struck.

The perpendicular precipice of rocks is nearly two hundred feet in height ; the sea beating for ages against it has worn large caverns in its base, into which the waves rushed violently, sending back a deep and hollow sound, then running out in various directions, formed whirlpools of great violence. For a perch or two from the precipice, rocks rise out of the water, broad at bottom and sharp at top ; on one of these the Albion first struck, the next wave threw her further on the rock, the third further still, until nearly balanced, she swung round, and her stern was driven against another, near in shore. In this situation, every wave making a complete breach over her, many were drowned on deck. A woman, Mr. Everhart could not distinguish who, fell near him and cried for help. He left his hold and raised her up,—another wave came, but she was too far exhausted to sustain herself, and sunk on the deck. Fifteen or sixteen corpses, at one time, Mr. Everhart thought, lay near the bows of the ship.

Perceiving now that the stern was higher out of water, and the sea had less power in its sweep over it, Mr. Everhart went aft. He now perceived that the bottom had been broken out of the ship. The heavy articles must have sunk, and the cotton and lighter articles were floating around, dashed by every wave against the rocks. Presently the ship broke in two, and all those who remained near the bow were lost. Several from the stern of the ship had got on the side of the precipice, and were hanging by the crags as well as they could. Although weakened by previous sickness and present suffering, Mr. Everhart made an effort and got upon the rock and stood upon one foot, the only hold that he could obtain. He saw several around him, and among the rest, Col. Prevost, who observed, on seeing him take his station, " here is another poor fellow." But the waves, rolling heavily against them, and often dashing the spray fifty feet above their

heads, gradually swept those who had taken refuge one by one away; and one poor fellow losing his hold, grasped the leg of Mr. Everhart, and nearly pulled him from his place Weak and sick as he was, Mr. Everhart stood several hours on one foot on a little crag, the billows dashing over him, and he benumbed with cold.

As soon as it was light, and the tide ebbed so as to render it possible, the people descended the rocks as far as they could, and dropped him a rope, which he fastened around his body and was drawn out to a place of safety. Of twenty three cabin passengers he alone escaped! Mr. Everhart mentions numerous instances of the kindness shewn by the people to the survivors. A sailor was drawn ashore naked, and one of the peasants, although a cold rain was falling, took the shirt from his own back, and put it on that of the sufferer. Mr. Everhart himself was taken to the hospitable mansion of Mr. James B. Gibbens, where he lay for several weeks exceedingly ill, receiving the kindest attention. "They could not have treated me more tenderly," said Mr. Everhart, "if I had been a brother."

The attentions paid the survivors, were in the style of true Irish hospitality. Such disinterested kindness exalts the human character, and is calculated to have not a limited effect, but will prove of national advantage.

This terrible wreck and loss of lives, and on the part of Mr. Everhart, such a miraculous preservation, excited the public sensibility throughout Europe and America. When he landed at Liverpool it was difficult for him to get along the streets, the people crowded around in such numbers to see the only passenger saved from the wreck of the Albion.

LOSS OF THE SHIP LOGAN BY FIRE.

The ship Logan, Captain Bunker, was struck by lightning, and consumed on her passage from Savannah to Liverpool, on the 19th Dec. 1832. The following account of this dreadful accident was furnished by the Captain.

The Logan left Tybee on the 16th Dec. with a fair wind from South, which continued blowing a heavy gale from West-

ward until the 19th, on which day, at 45 minutes past one o'clock, P. M. she was struck by lightning, which descended the starboard pump, from thence it passed up the after hatchway and went off. It was immediately observed that the ship was on fire, and the crew commenced breaking out cotton from the main hatchway, for the purpose of extinguishing it. In the course of half an hour, got into the lower hold, and on the starboard side of the pump well, found the cotton on fire. They commenced throwing on water and heaving the cotton overboard, first cutting the bales in pieces. After working in this way for some time, and heaving overboard 8 or 10 bales, it was found that the fire was raging between decks on the larboard side; they then left the lower hold, and commenced breaking out between decks, and in a short time broke out 20 or 30 bales; but the smoke became so suffocating as to oblige the hands to leave the hold and close the hatches.

It was now night, and the ship was under close reefed topsails; after all the hatches were closed up, the upper decks began to grow hot: with the determination, therefore, to save the ship and cargo if possible, holes were cut around the pumps and capstern, and water poured down, which was continued all night. At daylight found that all the upper deck, from the mainmast to the after hatch, was on fire, and in some places the deck had burnt through. The main hatches were taken off, and about one hour was spent in heaving down water, when the smoke became so dense that the men could stand it no longer. The hatches were then closed for the last time, and they continued throwing water through the holes that were cut, the fire still gaining so fast that no hope was left of saving the ship.

The long boat was now ordered out, and 60 gallons of water and what provision could be obtained, put on board, when the officers and crew, 16 in number, embarked in her, (being in lat. 33 N. long. 66 W.) having saved nothing but a chronometer and quadrant, and what clothes they stood in. The nearest land was the Island of Bermuda, which bore about S. E., 100 miles distant, which they endeavored to reach, but the wind blowing heavy from W. S. W., could not fetch it, but drifted to the eastward of it, when they fortunately fell in with the GRAND TURK, and were rescued from a watery grave, after having been in the boat five days, most which time it was blowing a gale. Capt. MADIGAN kindly took them on board, and treated them with every attention which their distressed situation required.

LOSS OF THE SHIP MARGARET,

Of Salem, wrecked at sea on the 21st of May, 1810. The following account was published by Capt. FAIRFIELD, after his arrival at Marblehead.

We sailed from Naples, homeward bound, on the 10th of April, with a crew, including officers, of fifteen in number, together with thirty-one passengers, making forty-six in all, men and boys. We passed through the Gut of Gibraltar the 22d of April; nothing of moment occurred until Sunday, 20th May, when in lat. 40, N., long. 39, 30, W., having strong breezes of wind at S. E. and E. S. E. and rainy weather; at 10 A. M. took in royals, top-gallant studding-sails, fore and mizzen top-gallant-sails, jibs, staysails, and mainsail; at meridan, wind and weather continued as before mentioned; at 1 P. M. on the 21st, the foretopmast studding-sail haulyards parted, the studding-sail fell overboard, filled with water, and carried away the studding-sail boom—we took in lower studding-sail, spanker, and mizzen top-sail, by which time it became squally, and we immediately clewed down fore and main top-sail, and let fly the sheets—the wind shifted in an instant from E. S. E. to S. W., and although the helm was hard to weather, we could not get the ship before the wind, but was instantly hove on her beam ends. Every person on board the ship being at this time on deck, reached either the bottom or side of the ship, and held on. We secured an axe, and immediately cut away the weather lanyard of the shrouds, masts and long boat, which being done the ship righted, being full of water, her hatches off, chests, water-casks, &c. drifting amongst the wreck; the guns, anchors, camboose, and every article on deck, we hove overboard to lighten the ship, and endeavored to clear the wreck of spars, rigging, &c. which lay beating against her to windward; but our efforts were in vain, the starboard lanyards of the shrouds being deep under water, and fast to the ship, and the sea making a continual breach over her: during this time the long boat lay beating among the wreck of spars, &c bottom up, the pinnace being wrecked entirely to pieces except her keel, and about three streaks of the boards of her bottom, lay in the same situation as the long boat, and the stern boat lying at a small distance from the ship, full of water, with her gunwales torn off, butts

started, and stern about half stove in. It was with the utmost difficulty that we bailed her out, and kept her so far free as to enable us to get a rope fast to the long boat, by which we hauled her alongside the ship, turned her over and found her to be badly stove, her gunwales and stem broken entirely off, her wood ends and garberd streak open, and large holes in her bottom, so that we found it impossible to bail her out, and we were under the necessity of upsetting her again in the sea, with the hope of being able to stop a part of the holes in her bottom, which we in part effected by driving the butts together and by putting canvass, &c. into the largest holes in her bottom, after which we turned her over again, and by continual bailing with every bucket, &c. which we could procure, we were enabled to keep her from sinking, still keeping under the lee of the ship. By this time it was about 7 P. M., when the boat being hauled near to the ship for the purpose of getting canvass and oakum to stop the leak, as many men as could reach the long-boat jumped into her, and finding the boat would be again sunk if we remained so near the ship, we were obliged to veer the boat to leeward of the ship at the distance of 15 or 20 fathoms, being twelve in number in the boat; we had not been in this situation but a short time before one man jumped from the ship into the sea and made for the boat; we took him in, but finding that all on board were determined to pursue the same plan, we were obliged to veer the boat further off. We stated to those on board the ship our situation which was also evident to them, as it required all our exertions to keep the boat from sinking. During the night we lay with a rope fast from the ship to the boat, and under her lee, when the people on board the ship being exceedingly anxious to get into the boat (which had they effected we should all have been inevitably lost) kept hauling the boat towards them; we then bent on another rope, and veered out as they hauled; but finding they were determined to sink the boat by getting into her, we were obliged (after stating repeatedly to them our situation) to tell them that provided they persisted in getting into the boat, we should be obliged, though very reluctantly, to cut the rope and leave them; after which they desisted from hauling the boat towards the ship. At this time we were 13 in number in the long boat, and two men in the stern-boat lying under the lee of the ship, continually bailing to keep her from sinking, which augmented our number to more than could with any degree of safety attempt to leave the ship, in the long boat, in the shattered condition she was then in.

Monday Morning,—moderate breezes and sea tolerably smooth ; at which time the people on the wreck were about half of them on the taffrel rail, and the remainder on the bowsprit and windlass, every other part of her being under water, continually. They kept entreating us to take them into the boat; we then told them our determination was to continue by the ship while she kept together, and that the boat was not in a situation to leave them unless they attempted to come into her, but if any of them once made the attempt we should be under that necessity, notwithstanding our wretched situation, having no compass, quadrant, or any instrument whatever by which we could direct our course, not a single drop of fresh water in the boat, and two men continually bailing ; all of which circumstances were known to them.

About this time, casks of brandy and sundry other articles of the cargo were drifting from the wreck, amongst which we picked up the mizzen top-gallant sail, 2 spars, 5 oars, 1 cask of oil, 1 drowned pig, and 1 goat, 1 bag of bread, and they hove us a gallon keg of brandy from the ship ; we then fixed a sail for the boat from the mizzen top-gallant sail. It being now about 11 A. M. the people on the wreck were again determined to get into the boat and began by jumping into the sea. Seeing their intention, we veered the boat further from the ship and they again returned to her, after which we repeated to them our determination to continue by them so long as the ship held together, but if any other person attempted to come into the boat we should that instant leave them, notwithstanding our desperate situation. At this time they had secured on the wreck, 2 quadrants, 2 compasses, 1 hhd. of water, bread, flour, and a plenty of provisions, as they frequently informed us, but they would not spare us any of these articles unless we consented to come along side the ship with the boat, which had we done we should have been sunk in an instant, as they were prepared to jump, having oars, chests, &c. ready for the purpose on the taffrel rail. Notwithstanding they knew our determination and the impossibility of our taking them into the boat, they still persisted in trying to get into her, and one of them jumped into the sea and made for the small boat, which lay veered to the leeward of the ship, which he reached, but finding we would not take him into the long-boat, he returned to the ship with the small boat. As they were now all determined to pursue the same plan, we were under the painful necessity of cutting the rope by which we were fast to the ship, and row and sail from them for the pre-

servation of our lives, in the hope of falling in with some vessel to relieve us, which was almost the only hope we had left, being about 400 miles distant from the nearest land, and in the desperate situation before stated. At this time it was about meridian, with moderate wind from the southward and westward; we made our course as nearly east as possible, for the Island of Corvo or Flores, and the last we saw of the ship she was lying in the same situation as when we parted from her. We continued our course to the eastward, having the winds variable from S. S. E. to N. W., and two men constantly bailing; steering in the night by the stars, when to be seen, and in dark cloudy weather, by the heaving of the sea, and in the day time by judging from the bearing of the sun, when to be seen, and when not, by the best of our judgment. For four days we continued in this situation without seeing any vessel; but on Saturday, 26th of May, at 1 P. M. to our great joy we espied a sail, which proved to be the brig Poacher, of Boston, Capt. James Dunn, from Alicant, who took us on board and treated us with every attention and civility.

As nothing was afterwards heard of the vessel, all that remained on the wreck, (thirty-one in number,) undoubtedly perished

BURNING OF THE KENT.

[BY AN EYE WITNESS.]

The KENT, Capt. Henry Cobb, a fine new ship of one thousand three hundred and fifty tons, bound to Bengal and China, left the Downs on the 19th of February, with twenty officers, three hundred and forty-four soldiers, forty-three women, and sixty-six children, belonging to the thirty-first regiment; with twenty private passengers, and a crew (including officers) of one hundred and forty-eight men, on board.

On the night of Monday, the 28th of February, 1827, when the Kent was in lat. 47 degrees 30 minutes, long. 10 degrees, a violent gale blew from the west, and gradually increased during the following morning. The rolling of the vessel became tremendous about midnight, so that the best fastened articles of furniture in the principal cabins were dashed about with violence, and the main chains were thrown at every lurch under water.

It was a little before this period, that one of the officers of the ship, with the well-meant intention of ascertaining that all was fast below, descended with two of the sailors into the hold, where they carried with them, for safety, a light in the patent

lantern; and seeing that the lamp burned dimly, the officer took the precaution to hand it up the orlop-deck to be trimmed. Having afterwards discovered one of the spirit casks to be adrift, he sent the sailors for some billets of wood to secure it; but the ship in their absence having made a heavy urch, the officer unfortunately dropped the light; and letting go his hold of the cask in his eagerness to recover the lantern, it suddenly stove, and the spirits communicating with the lamp, the whole place was instantly in a blaze.

It so happened that the author, went into the cuddy to observe the state of the barometer, when he received from Capt. Spence, the captain of the day, the alarming information that the ship was on fire in the after hold.

As long as the devouring element appeared to be confined to the spot where the fire originated, and which we were assured was surrounded on all sides by water casks, we ventured to cherish hopes that it might be subdued; but no sooner was the light blue vapor that at first arose succeeded by volumes of thick dingy smoke, which speedily ascended through all the four hatchways, rolling over every part of the ship, than all farther concealment became impossible, and almost all hope of preserving the vessel was abandoned. "The flames have reached the cable tier," was exclaimed by some individuals, and the strong pitchy smell that pervaded the deck confirmed the truth of the exclamation.

In these awful circumstances Capt. Cobb, with an ability and decision of character that seemed to increase with the imminence of the danger, resorted to the only alternative now left him, of ordering the lower deck to be scuttled, the combing of the hatches to be cut, and the lower ports to be opened, for the free admission of the waves.

These instructions were speedily executed by the united efforts of the troops and seamen: but not before some of the sick soldiers, one woman, and several children, unable to gain the upper deck, had perished. On descending to the gun-deck with Colonel Fearon, Capt. Bray, and one or two other officers of the 31st regiment, to assist in opening the ports, I met, staggering towards the hatchway, in an exhausted and nearly senseless state, one of the mates, who informed us that he had just stumbled over the dead bodies of some individuals who must have died from suffocation, to which it was evident that he himself had almost fallen a victim. So dense and oppressive was the smoke, that it was with the utmost difficulty we could remain long enough below to fulfil Captain Cobb's

wishes, which were no sooner accomplished than the sea rushed in with extraordinary force, carrying away in its resistless progress to the hold, the largest chests, bulk-heads, &c.

On the one hand stood death by fire, on the other death by water: the dilemma was dreadful. Preferring always the more remote alternative, the unfortunate crew were at one moment attempting to check the fire by means of water; and when the water became the most threatening enemy, their efforts were turned to the exclusion of the waves, and the fire was permitted to rage with all its fury.

The scene of horror that now presented itself, baffles all description. The upper deck was covered with between six and seven hundred human beings, many of whom, from previous sea-sickness, were forced on the first alarm to flee from below in a state of absolute nakedness, and were now running about in quest of husbands, children or parents.

While some were standing in silent resignation, or in stupid insensibility to their impending fate, others were yielding themselves up to the most frantic despair. Some on their knees were earnestly imploring, with significant gesticulations and in noisy supplications, the mercy of Him, whose arm they exclaimed, was at length outstretched to smite them; others were to be seen hastily crossing themselves, and performing the various external acts required by their peculiar persuasion, while a number of the older and more stout-hearted sailors suddenly took their seats directly over the magazine, hoping as they stated, that by means of the explosion, which they every instant expected, a speedier termination might thereby be put to their sufferings.

Captain Cobb, with great forethought, ordered the deck to be scuttled forward, with a view to draw the fire in that direction, knowing that between it and the magazine were several tiers of water casks; while he hoped that the wet sails, &c. thrown in the after hold, would prevent it from communicating with the spirit-room abaft.

Several of the soldiers' wives and children, who had fled for temporary shelter into the after cabins on the upper deck, were engaged in praying and in reading the scriptures with the ladies, some of whom were enabled with wonderful self-possession, to offer to others those spiritual consolations, which a firm and intelligent trust in the Redeemer of the world appeared at this awful hour to impart to their own breasts.

All hope had departed! the employment of the different individuals indicated utter despair of rescue—one was removing

a lock of hair from his writing desk to his bosom—others were awaiting their fate in stupor—some with manly fortitude—others bewailing it with loud and bitter lamentation—and part were occupied in prayer and mutual encouragement.

It was at this appalling instant, when "all hope that we should be saved was taken away," that it occurred to Mr. Thompson, the fourth mate, to send a man to the foretop, rather with the ardent wish than the expectation, that some friendly sail might be discovered on the face of the waters. The sailor, on mounting, threw his eyes round the horizon for a moment—a moment of unutterable suspense—and waving his hat, exclaimed, "A sail on the lee-bow!" The joyful announcement was received with deep-felt thanksgiving, and with three cheers upon deck. Our flags of distress were instantly hoisted, and our minutes guns fired: and we endeavored to bear down under our three topsails and foresail upon the stranger, which afterwards proved to be the Cambria, a small brig of two hundred tons burden, Capt. Cook, bound to Vera Cruz, having on board twenty or thirty Cornish miners, and other agents of the Anglo-Mexican company.

While Captain Cobb, Colonel Fearon, and Maj. Macgregor of the 31st regiment, were consulting together, as the brig was approaching us, on the necessary preparations for getting out the boats, &c. one of the officers asked Major M. in what order it was intended the officers should move off? to which the other replied, "of course the funeral order;" which injunction was instantly confirmed by Colonel Fearon, who said, "Most undoubtedly the juniors first—but see that any man is cut down who presumes to enter the boats before the means of escape are presented to the women and children."

Arrangements having been considerately made by Captain Cobb for placing in the first boat, previous to letting it down, all the ladies, and as many of the soldiers' wives as it could safely contain, they hurriedly wrapt themselves up in whatever article of clothing could be most conveniently found; and I think about two, or half past two o'clock, a most mournful procession advanced from the after cabins to the starboard cuddy port, outside of which the cutter was suspended. Scarcely a word was heard—not a scream was uttered—even the infants ceased to cry, as if conscious of the unspoken and unspeakable anguish that was at this instant rending the hearts of the parting parents—nor was the silence of voices in any way broken, except in one or two cases, when the ladies plaintively entreated to be left behind with their husbands.

But on being assured that every moment's delay might occasion the sacrifice of human life, they successively suffered themselves to be torn from the tender embrace, and with a fortitude which never fails to characterize and adorn their sex on occasions of overwhelming trial, were placed, without a murmur, in the boat, which was immediately lowered into a sea so tempestuous, as to leave us only "to hope against hope" that it should live in it for a single moment. Twice the cry was heard from those on the chains that the boat was swamping. But he who enabled the Apostle Peter to walk on the face of the deep, and was graciously attending to the silent but earnest aspirations of those on board, had decreed its safety.

After one or two unsuccessful attempts to place the little frail bark fairly upon the surface of the water, the command was at length given to unhook; the tackle at the stern was in consequence, immediately cleared; but the ropes at the bow having got foul, the sailor there found it impossible to obey the order. In vain was the axe applied to the entangled tackle. The moment was inconceivably critical; as the boat, which necessarily followed the motion of the ship, was gradually rising out of the water, and must, in another instant have been hanging perpendicularly by the bow, and its helpless passengers launched in the deep, had not a most providential wave suddenly struck and lifted up the stern, so as to enable the seaman to disengage the tackle; and the boat being dexterously cleared from the ship, was seen after a little while, battling with the billows; now raised, in its progress to the brig, like a speck on their summit, and then disappearing for several seconds, as if engulphed "in the horrid vale" between them.

Two or three soldiers, to relieve their wives of a part of their families, sprang into the water with their children, and perished in their endeavors to save them. One young lady, who had resolutely refused to quit her father, whose sense of duty kept him at his post, was near falling a sacrifice to her filial devotion, not having been picked up by those in the boats, until she had sunk five or six times. Another individual, who was reduced to the frightful alternative of losing his wife, or his children, hastily decided in favor of his duty to the former. His wife was accordingly saved, but his four children, alas! were left to perish. A fine fellow, a soldier, who had neither wife nor child of his own, but who evinced the greatest solicitude for the safety of those of others, insisted on

having three children lashed to him, with whom he plunged into the water ; not being able to reach the boat, he was drawn again into the ship with his charge, but not before two of the children had expired. One man fell down the hatchway into the flames, and another had his back so completely broken as to have been observed quite doubled falling overboard. The numerous spectacles of individual loss and suffering were not confined to the entrance upon the perilous voyage between the two ships. One man who fell between the boat and brig, had his head literally crushed fine—and some others were lost in their attempts to ascend the sides of the Cambria.

When the greater part of the men had been disposed of, the gradual removal of the officers commenced, and was marked by a discipline the most rigid, and an intrepidity the most exemplary : none appearing to be influenced by a vain and ostentatious bravery, which in cases of extreme peril, affords rather a presumptive proof of secret timidity than of fortitude; nor any betraying unmanly or unsoldier-like impatience to quit the ship ; but with the becoming deportment of men neither paralysed by, nor profanely insensible to, the accumulating dangers that encompassed them, they progressively departed in the different boats with their soldiers ;—they who happened to proceed first leaving behind them an example of coolness that could not be unprofitable to those who followed.

Every individual was desired to tie a rope round his waist. While the people were busily occupied in adopting this recommendation, I was surprised, I had almost said amused, by the singular delicacy of one of the Irish recruits, who in searching for a rope in one of the cabins, called out to me that he could find none except the cordage belonging to an officer's cot, and wished to know whether there would be any harm in his appropriating it to his own use.

Again : As an agreeable proof too, of the subordination and good feeling that governed the poor soldiers in the midst of their sufferings, I ought to state that toward the evening, when the melancholy groupe who were passively seated on the poop, exhausted by previous fatigue, anxiety and fasting, were beginning to experience the pain of intolerable thirst, a box of oranges was accidentally discovered by some of the men, who with a degree of mingled consideration, respect, and affection, that could hardly have been expected at such a moment, refused to partake of the grateful beverage, until they had afforded a share of it to their officers.

The spanker-boom of so large a ship as the Kent, which projects, I should think, sixteen or eighteen feet over the

stern, rests on ordinary occasions about nineteen or twenty feet above the water ; but in the position in which we were placed, from the great height of the sea, and consequent pitching of the ship, it was frequently lifted to a height of not less than thirty or forty feet from the surface.

To reach the rope, therefore, that hung from its extremity, was an operation that seemed to require the aid of as much dexterity of hand as steadiness of head. For it was not only the nervousness of creeping along the boom itself, or the extreme difficulty of afterwards seizing on and sliding down by the rope, that we had to dread, and that occasioned the loss of some valuable lives, by deterring the men from adopting this mode of escape : but as the boat, which one moment was probably under the boom, might be carried the next, by the force of the waves, fifteen or twenty yards from it, the unhappy individual, whose best calculations were thus defeated, was generally left swinging for some time in mid-air, if he was not repeatedly plunged several feet under water, or dashed with dangerous violence against the sides of the returning boat—or, what not unfrequently happened, was forced to let go his hold of the rope altogether. As there seemed, however no alternative, I did not hesitate, notwithstanding my comparative inexperience and awkwardness in such a situation, to throw my leg across the perilous stick ; and with a heart extremely grateful that such means of deliverance, dangerous as they appeared, were still extended to me ; and more grateful still that I had been enabled, in common with others, to discharge my honest duty to my sovereign and to my fellow-soldiers ; I proceeded after confidently committing my spirit, the great object of my solicitude, into the keeping of Him who had formed and redeemed it, to creep slowly forward, feeling at every step the increased difficulty of my situation. On getting nearly to the end of the boom, the young officer whom I followed and myself were met with a squall of wind and rain, so violent as to make us fain to embrace closely the slippery stick, without attempting for some minutes to make any progress, and to excite our apprehension that we must relinquish all hope of reaching the rope. But our fears were disappointed, and after resting for awhile at the boom-end, while my companion was descending to the boat, which he did not find until he had been plunged once or twice over head in the water, I prepared to follow ; and instead of lowering myself, as many had imprudently done at the moment when the boat was inclining towards us—and consequently

being unable to descend the whole distance before it again receded—I calculated that while the boat was retiring, I ought to commence my descent, which would probably be completed by the time the returning wave brought it underneath; by which means I was, I believe, almost the only officer or soldier who reached the boat without being either severely bruised or immersed in the water. But my friend Colonel Fearon had not been so fortunate; for after swimming for some time, and being repeatedly struck against the side of the boat, and at one time drawn completely under it, he was at last so utterly exhausted, that he must instantly have let go his hold of the rope and perished, had not one in the boat seized him by the hair of the head and dragged him into it, almost senseless and alarmingly bruised.

Captain Cobb, in his immovable resolution to be the last, if possible, to quit his ship, and in his generous anxiety for the preservation of every life entrusted to his charge, refused to seek the boat, until he again endeavored to urge onward the few still around him, who seemed struck dumb and powerless with dismay. But finding all his entreaties fruitless and hearing the guns, whose tackle was burst asunder by the advancing flames, successively exploding in the hold, into which they had fallen—this gallant officer, after having nobly pursued, for the preservation of others, a course of exertion that has been rarely equalled either in its duration or difficulty, at last felt it right to provide for his own safety, by laying hold on the topping lift, or rope that connects the driver-boom with the mizzen-top, and thereby getting over the heads of the infatuated men who occupied the boom, unable to go either backward or forward, and ultimately dropping himself into the water.

LOSS OF THE SHIP BOSTON.

An unusual degree of sensation was excited in Boston, on the first of June, by the melancholy tidings of the loss of the packet ship Boston. This strong and elegant ship—one of the finest packets that belonged to this country—was struck by lightning in the Gulf Stream, six days out from Charleston,

and burnt to the water's edge. We present the details below, as furnished by Capt. Mackay.

"On Tuesday, the 25th of May, lat. 39, 31, long. 63, 46, commenced with fresh breeze and squally weather—at 2 P. M. heavy rain which continued until about sunset—at 8 P. M. forked lightning in the southwest, and dark and heavy clouds rising from the westward—at 9, the wind hauled to the westward—at 10 P. M. a heavy cloud began to rise in the southwest—at half past 10, sharp lightning, clued up the topgallant sails, and hauled the mainsail up—at 11, heavy thunder and sharp lightning; the second flash struck the ship, burst the main-royal from the gaskets and burnt it; knocked down the steward and Isaac Hopkins a sailor, and filled the ship full of electric fluid. We examined the ship immediately to ascertain if the masts were injured, or the lightning had passed through the deck; but the mast appeared uninjured, a bright complaisance resting on each royal-mast head. We single reefed the maintop-sail, and were about to hand the mainsail, when we ascertained that the ship was on fire. We immediately cleared the main and after hatchways, to get at the fire, heaving the cotton overboard and cutting holes in the deck, plying water in every direction—but all in vain; the cotton in the main hold was on fire, fore and aft, on both sides, burning like tinder. Our only alternative was to clear away the boats and get them out, part of the crew and passengers at work keeping the fire down as much as possible by drawing and heaving water, the scuppers being stopped up; we stove water casks over holes cut in the deck and in the main hatchway; starting the water, but all to no good purpose, for before we could get the long boat over the ship's side the fire had burst through the deck and out the larboard side of the ship. The flames raged with such violence and consumed the vessel so quick, that nothing could be saved from the wreck. We got about forty gallons of water and provisions sufficient, on a short allowance, to keep the passengers and crew alive for three weeks—almost every thing else was burnt up in the ship, even the money, watches, and clothes—all destroyed At 3, A. M. the main and mizzen masts were burnt off below deck, and the masts fell in the water; at half past 3, the passengers and crew were all in the boats; the flames had then reached the forecastle, and the ship was one complete flame of fire, fore and aft. The passengers had exerted themselves to the utmost to assist us. The officers had with unwearied exertion, coolness and persevering activity done all that men

could do. The ship's crew worked like horses and behaved like men; but all would not do. About three hours time had changed one of the best ships that ever swam to a complete volcano, and cast twenty-three persons adrift on the open ocean.

The cabin passengers were Admiral Sir Isaac Coffin and servant, Dr. William Boag, and his sister Miss Ansella Boag, Mr. Neil McNeil, and Mr. Samuel S. Osgood. It was then raining, and every person was drenched through with water; in this situation the constitution of Miss Boag, the only lady passenger, soon gave way. This amiable young lady's firmness of conduct at the first alarm of fire, and during the whole scene, is worthy of the highest praise. To the divine will of her God she submitted without a murmur, and at 11 o'clock on Wednesday, she died in the arms of her brother, in the boat, thanking him in the most affectionate manner for his kindness, giving her blessing to us all. On the following day she was buried with the church service, our situation not admitting of the corpse being kept longer in the boat. We remained in the boats near the fire of the wreck, two days, and at three o'clock P. M. on Thursday, were taken on board the brig Idas, of Liverpool, N. S. from Demarara, bound to Halifax, Capt. Joseph Barnaby, who with his officers and crew treated us with every kindness and attention. We remained on board the brig two days, when Sunday morning, May 30th, falling in with the brig Camilla, Capt. Robert B. Edes, he was good enough to offer us a passage to Boston, and received us on board his vessel."

Admiral Sir Isaac Coffin, after landing from the brig Camilla, authorized his agent to present Capt. Mackay with a check for five hundred dollars; and subsequently sent him an elegant gold watch, to replace one which he had lost by the destruction of the ship.

LOSS OF THE WHALE SHIP ESSEX.

This vessel sailed from Nantucket on a Whaling voyage, commanded by Capt. Pollard. On the 13th of November, 1820, they were among the whales, and the three boats were lowered down. They succeeded in capturing a young whale, but the mate's boat got stove, and returned to the ship to be repaired. Shortly after a whale of the largest class, probably the dam of the one they had just taken, struck the ship, knocked part of the false keel off, just abreast of the main channels.

The animal then remained for some time along side, endeavoring to clasp the ship within her jaws, but could not accomplish it. She then turned, went round the stern, and came up on the other side; and went away ahead about quarter of a mile. Then suddenly turning, she came at the ship with tremendous velocity, head on. The vessel was going at the rate of five knots, but such was the force with which she struck the ship, which was under the cat-head, that the vessel had stern way, at the rate of three or four knots. The consequence was, that the sea rushed into the cabin windows, every man on deck was knocked down, and worse than all, the bows were completely stove in. In a few minutes, the vessel filled and went on her beam ends.

At this unhappy juncture, the captain and second mate were both fast to a whale; but on beholding the awful catastrophe that had taken place, immediately cut from the fish and made for the ship. As soon as the captain got on board he gave orders for cutting away the masts, which was accordingly done, and the vessel righted;—the upper deck was then scuttled, and some water and bread were procured for the two boats, in which they were compelled to remain as all thoughts of saving the ship were given up. In expectation of falling in with some vessel, they remained by the wreck, making sails, &c., but were finally compelled to abandon it, and stood away to the southward, in hopes of getting the variable winds, and experiencing fine weather ; but the wind being constantly from the east and southeast, they made much lee-way and were prevented from keeping to the southward. They continued beating about in this way for thirty days, when they made an island, which they took for Ducie's Island, at which place the boats remained one week; but the island affording hardly any nourishment, and in fact, exhibiting nothing but sterility, they resolved on venturing for the coast ; leaving behind them three men who preferred remaining there, rather than to venture across the ocean in an open boat.

After a series of disasters, a part of the crew finally reached Valparaiso. Capt. Downes, of the U. S. frigate Macedonian, on becoming acquainted with the particulars, resolved to rescue the three unfortunate men, who were left behind on the island. Accordingly he fitted out a schooner, at an expense of a thousand dollars, and sent her in search for them. She was out, however, but one month, and returned dismasted. The ship Surrey, Capt. Raine, lying at Valparaiso, was on the eve of sailing for New Holland, and as Ducie's Island was not far from her track, Capt. Downes offered her commander three hundred dollars, to call there and take off the men.

On Thursday, the 5th of April, Capt. Raine, considering himself within a short distance of Ducie's island, which is laid down in Norie's Epitome to be in lat. 24 degrees 40 minutes S. and long. 124 deg. 17 minutes W., kept a good look out. About 2, P. M. land was perceived, which turned out to be an island in lat. 24 deg. 26 minutes. As the vessel neared the land, they discharged a gun, and shortly after the three poor men were seen to issue from the woods. The boats were presently lowered, Capt. Raine taking one himself. On approaching the shore it was found not only dangerous, but utterly impracticable to land : of which circumstance they

were informed, in weak and tremulous voices, by the almost starved and nearly worn out creatures themselves, who could scarcely, from the miserable plight they were in, articulate a syllable. One poor fellow summoned up courage enough to plunge into the waves, and with great difficulty reached the boat: he said, one of the others only could swim.

After warily backing the boat as near the rocks as possible, amidst a heavy surf, the other two men succeeded in getting on board, much bruised and lacerated by the repeated falls; which object was no sooner effected, when each devoutly expressed his gratitude to that benign Being who had so wonderfully preserved them from sharing in the destruction to which most of their unhappy shipmates had fallen victims. They had been on the island four months, living on wild berries, resembling a cherry, sometimes killing a sea-gull by throwing stones, and no fresh water but when it rained, which was very seldom. On the island they discovered the name of the ship Elizabeth, of London, carved on a tree, and a cave, with eight human skeletons, lying together

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NARRATIVE

OF THE WRECK OF THE ISABELLA, OFF HASTINGS, ENG.

The details below were furnished by one of the passengers, in a letter to a friend, dated

EASTBOURNE, March 15, 1833.

This wreck is still visible; she was a fine ship of 340 tons, and offers an awful evidence of the power of nature over the noblest works of art. My heart still sickens with dismay at the recollection of the dreadful trials I have passed through. I have not before had health and strength enough to give you an outline of the particulars, and even now I tremble as they pass in review before me.

All our valuable furniture, plate, books, manuscripts, outfit and necessaries had been put on board the Isabella in the docks, when she dropped down to Gravesend, where I joined her on the evening of Saturday the [illegible] uary, with my

wife and three children, a girl of 18 months, and two boys of four and six years. We were opposed by contrary winds, and put our pilot on shore on Monday evening. On Tuesday the wind freshened into a gale; and the dreadful enervating sickness usually attending these scenes dispossessed my wife and myself of all energy and strength. The wind was now directly against us, and every hour increasing its fearful power; but our captain, full of intrepidity and confidence, determined to proceed, although he left behind a fleet of perhaps an hundred sail. As night closed the tempest raged yet more fearfully. Our gallant ship was but as a feather on the wave's surface, and all was fearfully dark as any night in the black catalogue of tempests; the wind right ahead; there was equal peril now in advancing or receding; the captain, however, gave his orders with as much precision as if he were exhibiting in a state pageant. The loud voice of the speaking trumpet was the only sound that could be heard amid the wild roar of contending elements. Between 3 and 4 o'clock, our captain entered the cabin: he spoke little. I saw the distressed workings of his mind, and one or two questions constituted all the interruptions I offered. He took brandy and water, threw off his saturated dress, and having sat a little in dry clothes, retired.

From this time the ship seemed to me to labour and strain more than before, and the hurricane to drive and lay down the ship lower on her side; but as the captain was taking rest, I had fancied more security, and had lain myself on the floor of the cabin in the hope of getting also some repose. I had been lying down I suppose 30 minutes, when I thought I heard or felt the keel of the ship drag. I had been to this time sick to death. I was exhausted and listless, almost lifeless, when the dreadful suspicion and announcement of "shore" alarmed me; I was ill no more. I jumped up and was rushing through the cabin to mention my fears, when the ship beat twice on a rock, and I heard the cry of "The ship has struck!" I called the captain. The dreadful shock and loud cries of alarm combined to summon all on deck, excepting the ladies and the poor children, who had been roused at last by the general crash, and these I would not allow to leave their berths lest they might interrupt the exertions making above. Here, indeed, was redoubled energy. The rudder was unshipped when we first struck, and was abandoned. Now was the loud cry for the speaking-trumpet,—now for the axes, which for a time could not be found. I asked if there were no guns to

fire signals of distress? No guns. No rockets to let off to acquaint the coast guard with our condition? No rockets It was manifest our captain had been, as Napoleon said of Massena, a spoiled child of fortune! Always happy and successful in his adventures, his voyages deservedly fortunate, had superseded all contemplation of disater. Every effort was now made, by manœuvring the sails, to force the ship once more to sea, and made in vain—we were constrained to wait until day-light enabled us to appreciate our real situation, and procure for us from the shore the necessary assistance

It is difficult to judge of distance on water, but I believe we lay nearly half a mile from the beach. Every succeeding wave raised the ship several feet, and subsiding, we beat with tremendous violence on the rock. An immense quantity of bricks had been shipped in lieu of ballast; between these and the rock, the ship's bottom might represent the metal works between the anvil and the hammer, and strange it would have been had it not severely suffered. Every wave was a fearful mountain, while the hurricane momentarily threatened to shiver us into atoms. Such a storm has not been felt on these shores during the last fifty years. As the ungoverned state of the rudder was now breaking up all within its range, the binnacles were removed below for security, and the rudder lashed to the boom; but the cords were soon rent asunder like threads. After lying in this situation for nearly two hours, sometimes fancying we saw boats approaching to our assistance and sometimes that we saw lights as signals, the dawn at length assured us we were descried from the shore, where we saw a general activity corresponding to the peril of our unhappy condition. Not a boat could, however, venture to put out through the frightful surf, and I own I felt little hopes of relief while the elements continued their frightful ravages. The shore was now lined with spectators, but their sympathy could avail us nothing. While this was our condition without, within the ship, all was devastation. At each new concussion something was strained and gave way. Bedsteads, lamps, tables and trunks were hurled from side to side with frightful noise, which made the females believe, in spite of our assurances, the ship was breaking up. But now beamed suddenly forth in our extremity, the dawn of our deliverance. We had watched a team laboring along the beach conveying to windward a boat. It was launched, and in the same moment manned. It was the God-like life-boat, equipped with the most intrepid crew that ever deserved their country's gratitude. In half an hour of unequalled struggles they were alongside, and

boarded us; and now, indeed, I saw countenances where the glad gleam of joy endeavored to penetrate through a mass of suffering and despair; but we had scarcely interchanged congratulations when I was told the boat had left the ship. I could not believe it. I ran aloft and found it true. I felt I had now a duty to perform to my family, and I asked the captain if the boat were dismissed, what could be his plan? I represented that as our rudder was useless he could have no command of the ship if she floated with the coming flood, and if her bottom was pierced, of which there could be no doubt, we must expect that if she dipped into deep water she would fill and go down, and all would inevitably perish—that it would be impossible in her present crippled state, to work her into any port, and I submitted, therefore, that our safety should be consulted above all things. Our captain firmly answered, our safety was his principal duty and first care; that I might rely on his word that he would not hazard our lives; and that if the ship was not in a condition to leave the shore, he would not attempt it. I own I returned to my family with a heavy heart to announce the fearful experiment.

The flood-tide was rolling in, and the trumpet of our vigilant captain was again in full activity. After many mighty workings, an awful blast drove us over the reef, and hurried us to sea. Hope beamed again, but it was found that the ship had made 5 feet of water in 10 minutes. The signal of distress was hoisted, and every possible effort made to put the ship's head to the shore, but without the assistance of her rudder she was wholly unmanageable, and very soon became water-logged. I now caught the captain's eye; he motioned me, and gave the dreadful intelligence that the ship was sinking, and I must prepare my wife and children for any event! I asked how long it might be before she would go down? He said, "some time yet." Without making any com munication, I conveyed my family on deck, and watched the pro ress the ship visibly made in sinking. Efforts were again made to put the ship about but they were fruitless.

Happily for our safety, the life boat, better acquainted with the distressing features of disaster, had kept hovering around I had grieved at its dismissal but now suddenly heard it hailing the captain to let go the remaining anchor.—After dragging a little, it held on, and threw her stern round; but the ship was water-logged and made little progress. She was now so low that every wave rolled in one side and discharged itself on the other. We had thrown out a line to the boat, but it had quickly snapped, and we threw others, in the hope

of keeping them at a short distance. As it appeared we must in a few seconds go down, I was preparing cords for the safety of my family, when a squall, a hundred times more frightful than any that had yet assailed us, gave hopes, and the crew cried out, "Now—now the masts must go." But still they stood to our great danger and annoyance. The ship had, however, felt the impulse received from the last blast, and been impelled forward;—and now a shock succeeded which gave the glad auspicious tidings of shore. The men clasped their hands, and looked towards Heaven with emotions of gratitude. The last nearly overwhelming gale had lifted us forward, and proved our deliverance; and now the exertions of the crew of the boat were increased tenfold, and they were quickly under our stern. Our intrepid captain, lashing himself for security, jumped over the ship's side, and, though overwhelmed by every wave, called aloud for the children first. I had taken them below, lest the fall of the masts should injure them. I flew down and in an instant my eldest son was in the arms of the captain. The life boat was now riding on the brink of the wave, and now was lost in the abyss; but as she was descending my son was caught as the captain loosed his arm, by a dozen eager arms raised for his safety. The second boy met with more facility, and the infant was thrown and caught, when the whole crew, with generous sympathy, cried out, "Now the mother." The mother was soon with her children, and seemed to us protected by these our worldly saviours from destruction. The other females were then handed down, with a youth of 14; and I next followed, in agonizing anxiety to share with those I felt dearer to me than life, the yet remaining perils.

Lifted sometimes mountains high, sometimes hidden from all view in the depths into which we descended, we at last reached the shore. The people upon the beach rushed into the surf to receive us, and braved its perils for our security. The boat was soon lighted, and a cart stood ready to convey us to an adjoining house, where dry clothing was soon exchanged for garments long saturated with brine. The captain and crew were left on the wreck with one passenger, and two hours elapsed before the boat could succeed in extricating these from the dangers assailing them. For a considerable period the sea had been covered with floating packages, carried by the storm and tide many miles along the beach, but at nightfall began the active work of plunder, and that which had resisted other violence was soon conveyed away from observation.

LOSS OF THE UNITED STATES STEAM FRIGATE FULTON.

One of the most destructive explosions in the history of this country, took place at the Navy Yard in Brookline, N. Y. on the evening of the 4th of June, 1829, by which accident, SEVENTY FIVE persons were killed and TWENTY TWO wounded.

The accident originated in the carelessness of the gunner, a man about sixty years of age, who had but the day before received his appointment, and who was blown up with the others. On descending to the magazine, it had been usual to place the lamp behind a glass ceiling, which effectually prevented all contact with the powder; but in this instance, the precaution, it was supposed, was not taken.

The Fulton had been used as a receiving vessel ever since the war, and also as a school for new recruits in the service. She was moored within two hundred yards of the shore. The report of the explosion was not louder than that of a common cannon, and many supposed it originated from such a source, until they saw the immense volume of smoke issuing from the smouldering ruin. A midshipman who was sleeping on board the frigate U. States, within 200 yards of the Fulton, was not

by the accident. A most singular and promotion-worthy presence of mind was manifested by a private soldier, who was stationed as sentinel upon the bridge, and though fragments of dead bodies, splinters, and timbers fell around him, in showers, he continued to do his duty as unconcerned as though nothing had happened.

But two days previous to the explosion, there were sixty two men drafted from the Fulton, to form part of the crew of the U. S. frigate Constellation, then on the eve of her departure for a foreign station, and the Band, seventeen in number, at the time of the disaster, were on shore.

It being ebb tide, fragments of the Frigate floated down in shoals in front of the city of New York, and hundreds of small boats were seen busily engaged in securing them. She was made a complete wreck. Many of the timbers, although four feet in thickness, and all the other parts of corresponding strength, were blown entirely asunder, and left her, dissevered of her glory, lying in the place where she was moored.

Among the number wounded was a son of the Hon. Henry Eckford, who had been singularly unfortunate in regard to a promising family. It was but a short time previous that an accomplished daughter fell a sacrifice to the flames,—a son, who traveled in Europe with Professor Carter, died in the morning of life of a consumption ; and another, by this fatal accident, was most cruelly wounded.

SKELETON OF THE WRECK

While Sir Michael Moore was in the command of the Amethyst frigate, and was cruising in the Bay of Biscay, the wreck of a merchant ship drove past. Her deck was just above water; her lower masts alone standing. Not a soul could be seen on board, but there was a cambouse on deck, which had the appearance of having been recently patched with old canvass and tarpauling as if to afford shelter to some of the crew. It blew at this time a strong gale : but Sir Michael, listening only to the dictates of humanity, ordered the ship to be put

about and sent off a boat with instructions to board the wreck, and ascertain whether there was any being still surviving whom the help of his fellow men might save from the grasp of death. The boat rowed towards the drifting mass, and while struggling with the difficulty of getting through a high running sea close along side, the crew shouting all the time as loud as they could, an object, like in appearance to a bundle of clothes, was observed to roll out of the cambouse apparently against the lee shrouds of the mast. With the end of the boat hook they managed to got hold of it, and hauled it into the boat, when it proved to be the trunk of a man bent head and knees together, and so wasted as scarce to be felt within the ample clothes which had once fitted it in a state of life and strength. The boat's crew hastened back to the Amethyst with this miserable remuant of mortality; and so small was it in bulk, that a lad of fourteen years of age was able with his own hands, to lift it into the ship. When placed on deck, it showed for the first time, to the astonishment of all, signs of returning life; it tried to move; the next moment muttered in a hollow sepulchral tone, " THERE IS ANOTHER MAN."

The instant these words were heard, Sir Michael ordered the boat to shove off again for the wreck; looking into the cub house, they found two other human bodies, wasted, like the one they saved, to the very bones but without the least spark of life remaining. They were sitting in a shrunk up posture, a hand of one resting on a tin pot, in which there was a gill of water, and a hand of the other reaching to the deck, as if to regain a bit of salt beef, of the size of a walnut, which had dropped from its nerveless grasp. Unfortunate men ! they had lived on their scanty store, till they had not strength remaining to lift the last morsel to their mouths ! The boat's crew having completed their last melancholy survey, returned on board where they found the attention of the ship's company engrossed by their efforts to preserve the generous skeleton, who seemed to have just life enough to breathe the remembrance, that there was still " another man," his companion in suffering, to be saved.

Captain S. committed him to the special charge of the surgeon, who spared no means which humanity or skill could suggest to achieve the noble object of creating anew, as it were, a fellow creature, whom the unparalelled famine had stripped of almost every living energy. For three weeks he scarcely ever left his patient, giving him nourishment with his own hand every five or ten minutes; and at the end of three weeks

more, the "Skeleton of the wreck" was seen walking on th deck of the Amethyst!—and to the surprise of all who recol lected that he had been lifted into the ship by a cabin boy, presented tne stately figure of a man nearly six feet high.

STEAM BOAT HELEN McGREGOR.

The following is a description, by a passenger, of one of the most fatal steam boat disasters that has ever occurred on the western waters.

"On the morning of the 24th of February, 1830, the Helen McGregor stopped at Memphis, on the Mississippi river, to deliver freight and land a number of passengers, who resided in that section of Tennessee. The time occupied in so doing could not have exceeded three quarters of an hour. When the boat landed, I went ashore to see a gentleman with whom I had some business. I found him on the beach, and after a short conversation, I returned to the boat. I recollect look ing at my watch as I passed the gang-way. It was half past eight o'clock. A great number of persons were standing on

what is called the boiler deck, being that part of the upper deck situated immediately over the boilers. It was crowded to excess, and presented one dense mass of human bodies.—In a few minutes we sat down to breakfast in the cabin. The table, although extending the whole length of the cabin, was completely filled, there being upwards of sixty cabin passengers, among whom were several ladies and children. The number of passengers on board, deck and cabin united, was between four and five hundred. I had almost finished my breakfast when the pilot rung his bell for the engineer to put the machinery in motion. The boat having just shoved off, I was in the act of raising my cup to my lips, the tingling of the pilot bell yet on my ear, when I heard an explosion, resembling the discharge of a small piece of artillery—the report was perhaps louder than usual in such cases—for an exclamation was half uttered by me that the gun was well loaded, when the rushing sound of steam, and the rattling of glass in some of the cabin windows checked my speech and told too well what had occurred. I almost involuntarily bent my head and body down to the floor—a vague idea seemed to shoot across my mind that more than one boiler might burst, and that by assuming this posture, the destroying matter would pass over without touching me.

The general cry of "a boiler has burst" resounded from one end of the table to the other; and, as if by a simultaneous movement, all started on their feet. Then commenced a general race to the ladies' cabin, which lay more towards the stern of the boat. All regard to order or deference to sex seemed to be lost in the struggle for which should be first and farthest removed from the dreaded boilers. The danger had already passed away! I remained standing by the chair on which I had been previously sitting. Only one person or two staid in the cabin with me. As yet no more than half a minute had elapsed since the explosion; but, in that brief space how had the scene changed! In that "drop of time" what confusion, distress and dismay! An instant before and all were in the quiet repose of security—another, and they were overwhelmed with alarm and consternation. It is but justice to say that in this scene of terror, the ladies exhibited a degree of firmness worthy of all praise. No screaming, no fainting; their fears, when uttered, where for their husbands and children, not for themselves.

I advanced from my position to one of the cabin doors for the purpose of inquiring who were injured, when, just as I reached it, a man entered at the opposite one, both his han

covering his face, and exclaiming "Oh God, Oh God! I am lost! I am ruined!" He immediately began to tear off his clothes. When stripped, he presented a most shocking and afflicting spectacle; his face was entirely black—his body without a particle of skin. He had been flayed alive. He gave me his name, and place of abode—then sunk in a state of exhaustion and agony on the floor. I assisted in placing him on a mattrass taken from one of the berths, and covered him with blankets. He complained of heat and cold as at once oppressing him. He bore his torments with manly fortitude, yet a convulsive shriek would occasionally burst from him. His wife, his children, were his constant theme; it was hard to die without seeing them—"it was hard to go without bidding them one farewell!" Oil and cotton were applied to his wounds; but he soon became insensible to earthly misery. Before I had done attending to him, the whole floor of the cabin was covered with unfortunate sufferers. Some bore up under the horrors of their situation with a degree of resolution amounting to heroism. Others were wholly overcome by the sense of pain, the suddenness of the disaster, and the near approach of death, which even to them was evident—whose pangs they already felt. Some implored us, as an act of humanity, to complete the work of destruction, and free them from present suffering. One entreated the presence of a clergyman to pray by him, declaring he was not fit to die. I inquired; none could be had. On every side were to be heard groans and mingled exclamations of grief and despair.

To add to the confusion, persons were every moment running about to learn the fate of their friends and relatives; fathers, sons, brothers; for, in this scene of unmixed calamity, it was impossible to say who were saved, or who had perished. The countenances of many were so much disfigured as to be past recognition. My attention, after some time, was particularly drawn towards a poor fellow who lay unnoticed on the floor, without uttering a single word of complaint. He was at a little distance removed from the rest. He was not much scalded, but one of his thighs was broken, and a principal artery had been severed, from which the blood was gushing rapidly. He betrayed no displeasure at the apparent neglect with which he was treated—he was perfectly calm. I spoke to him; he said "he was very weak; but felt himself going—it would soon be over." A gentleman ran for one of the physicians; he came, and declared that if expedition were used, he might be preserved by amputating the limb; but that, to effect this, it would be necessary to remove him from the boat

Unfortunately the boat was not sufficiently near to run a plank ashore. We were obliged to wait until it could be close hauled. I stood by him calling for help; we placed him on a mattrass, and bore him to the guards; there we were detained some time, from the cause I have mentioned. Never did any thing appear to me so slow as the movement of those engaged in hauling the boat.

I knew, and he knew, that delay was death—that life was fast ebbing. I could not take my gaze from his face—there all was coolness and resignation. No word or gesture indicative of impatience escaped him. He perceived by my loud and, perhaps, angry tone of voice, how much I was excited by what I thought the barbarous slowness of those around; he begged me not to take so much trouble; that they were doing their best. At length we got him on shore.—It was too late; he was too much exhausted, and died immediately after the amputation.

So soon as I was relieved from attending on those in the the cabin, I went to examine that part of the boat where the boiler had burst. It was a complete wreck—a picture of destruction. It bore ample testimony of the tremendous force of that power which the ingenuity of man has brought to his aid. The steam had given every thing a whitish hue—the boilers were displaced—the deck had fallen down—the machinery was broken and disordered. Bricks, dirt and rubbish, were scattered about. Close by the bowsprit was a large rent through which I was told the boiler after exploding, had passed out, carrying one or two men in its mouth. Several dead bodies were lying around; their fate had been an enviable one compared with that of others—they could scarcely have been conscious of a pang ere they had ceased to be. On the starboard wheel house lay a human body, in which life was not yet extinct, though apparently, there was no sensibility remaining. The body must have been thrown from the boiler deck, a distance of thirty feet. The whole of the forehead had been blown away; the brains were still beating. Tufts of hair, shreds of clothing, and splotches of blood might be seen in every direction. A piece of skin was picked up by a gentleman on board, which appeared to have been pealed off by the force of the steam; it extended from the middle of the arm down to the tips of the fingers, the nails adhering to it. So dreadful had been the force that not a particle of the flesh adhered to it; the most skilful operator could scarcely have effected such a result. Several died from inhaling the steam or gas, whose skin was almost uninjured.

The number of lives lost will, in all probability, never be distinctly known. Many were seen flung into the river, most of whom sunk to rise no more. Could the survivors have been kept together until the list of passengers was called, the precise loss would have been ascertained; that, however, though it had been attempted, would, under the circumstances, have been next to impossible.

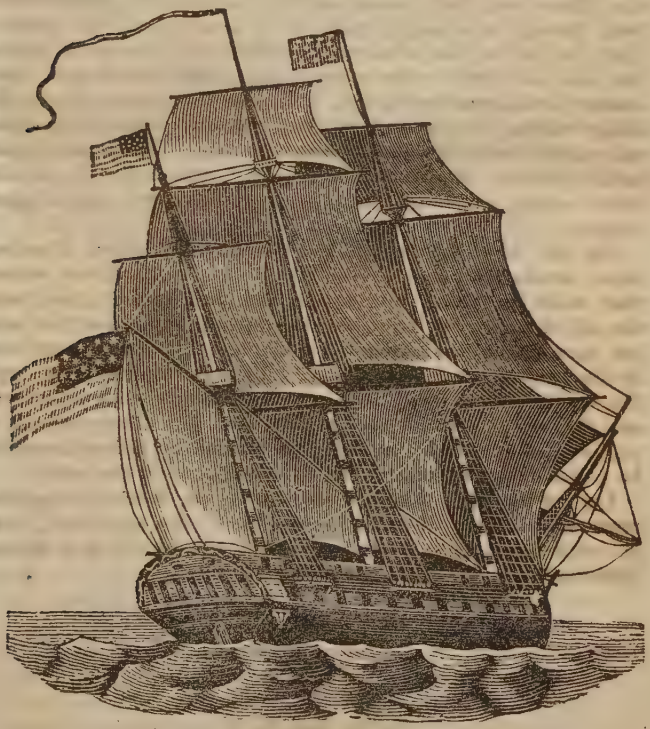
Judging from the crowd which I saw on the boiler deck immediately before the explosion, and the statement which I received as to the number of those who succeeded in swimming out after they were cast into the river, I am inclined to believe that between fifty and sixty must have perished.

The cabin passengers escaped owing to the peculiar construction of the boat. Just behind the boilers were several large iron posts, supporting, I think, the boiler deck; across each post was a large circular plate of iron of between one and two inches in thickness. One of those posts was placed exactly opposite the head of the boiler which burst, being the second one on the starboard side. Against this plate the head struck and penetrated to the depth of an inch, then broke and flew off at an angle, entering a cotton bale to the depth of a foot. The boiler head was in point blank range with the breakfast table in the cabin, and had it not been obstructed by the iron post must have made a clear sweep of those who were seated at the table.

To render any satisfactory account of the cause which produced the explosion can hardly be expected from one who possesses no scientific or practical knowledge on the subject, and who previously thereto was paying no attention to the management of the boat. The captain appeared to be very active and diligent in attending to his duty. He was on the boiler deck when the explosion occurred; was materially injured by that event, and must have been ignorant of the mismanagement, if any there were.

From the Engineer alone could the true explanation be afforded; and, if indeed it was really attributable to negligence, it can scarcely be supposed he will lay the blame on himself. If I might venture a suggestion in relation thereto, I would assign the following causes:—That the water in the starboard boilers had become low in consequence of that side of the boat resting upon the ground during our stay at Memphis; that, though the fires were kept up some time before we shoved off, that the head which burst had been cracked for a considrable time, that the boiler was extremely heated, and the water,

thrown in when the boat was again in motion, was at once converted into steam, and the flues, not being sufficiently large to carry it off as quickly as it was generated, nor the boiler head of a strength capable of resisting its action, the explosion was a natural result.



LOSS OF THE SHIP BEVERLY.

The ship Beverly, Capt. Moore, bound to Valparaiso, was burnt at sea, on the 13th Nov. 1826. She was upwards of 700 tons burthen, owned by Israel Thorndike of Boston, and

the value of the ship and cargo was estimated at 118,000 dollars.

On the 13th of Nov. lat. 6, 26, lon. 27, 2, at half past 3, P. M. the ship was discovered to be on fire in the fore peak, and every exertion was made to extinguish it for three hours, but without success. From the inflamable nature of the cargo, (which consisted of tar, rosin, pitch, turpentine, linseed oil, spirits and cabinet furniture,) the fire spread with alarming rapidity. They succeeded in getting out the boats, into which the officers and crew were divided, and in a few minutes left her, having previously taken in a quantity of provisions They lay by to the windward, until about 10 o'clock, when the ship had burnt to the water's edge, and then shaped their course for the coast of Brazil. Finding their progress retarded by waiting for each other, they mutually agreed to separate on the third day after leaving the ship. There were nine in the pinnace, fifteen in the long boat, and six in the whale boat, making a total of thirty persons cast adrift on the open ocean.

On the 3d of December, the pinnace landed at Paraiba, three weeks after abandoning the ship. Capt. Moore stated that while he was in the boat he had fine weather, and with the aid of a sail, averaged over 90 miles a day, using the oars but once during the passage. He computed the distance run by the boat at nearly 1600 miles. The fire originated through the carelessness of the cook, who went below with a lantern, and it is supposed took the candle out. The flames spread so rapidly that he had his clothes and skin burnt, before he could be extricated, and finally died of his wounds in the boat.

One of the boys, who arrived with Capt. Moore in the pinnace, after having escaped the perils of "fire and flood," was so unfortunate as to have one of his legs bit off by a shark, while bathing, soon after he landed.

LOSS OF THE SHIP HERCULES,

ON THE COAST OF CAFFRARIA

The account of the fate of the American ship Hercules, and of the adventures and sufferings of her crew, which set out on her voyage from Bengal in the month of December, 1795, involves so much interest, as cannot fail to prove extremely entertaining; nor can it be better detailed than from the account given by her commander, Capt. Benjamin Stout.

The Hercules was laying at Bengal, and it was the intention of the Captain to take in a private freight for Hamburg, but not finding one that would answer his expectations, he chartered his ship to the British East India Company, who were at that time busily employed in shipping rice for England. Intelligence having reached the settlements in India, that a failure of corn throughout the whole of Great Britain was likely to produce a famine, the most active and laudable exertions were made in India to supply the markets at home with rice. Capt. S. received on board upwards of nine thousand bags, with directions to proceed to London with every possible despatch. The crew, most of whom having been engaged in India, consisted of Americans, Danes, Swedes, Dutch, Portu-

guese, but chiefly Lascars, amounting in the whole, men and boys, to about sixty-four persons. The necessary arrangements for the voyage being completed, they sailed from Sagar-roads on the 17th of March, 1796.

Nothing material occurred during the voyage until the 1st of June following, at which time they reached the latitude of about 35 south, and 28, 40 east longitude. It then began to blow a gale from the westward, and which obliged them to lay to under their mizzen stay-sail for about six days. During this time the gale continued to blow from the west, but increased progressively until the 7th, when the contentions of the sea and winds presented a scene of horror, of which, perhaps the annals of marine history give us no example. "Although bred to the sea, (says Captain Stout) from my earliest life, yet all I had ever seen before, all I had ever heard of or read, gave me no adequate idea of those sublime effects which the violence and raging of the elements produce, and which, at this tremendous hour, seemed to threaten nature itself with dissolution." The ship raised on mountains of water, was in a moment precipitated into an abyss, where she appeared to wait until the coming sea raised her again into the clouds. The perpetual roaring of the elements echoing through the the void, produced such an awful sensation in the minds of the most experienced of the seamen, that several of them appeared for some time in a state of stupefaction; and those less accustomed to the dangers of the sea, added to this scene of misery by their shriekings and exclamations.

The terrors of the day could only be surpassed by those of the night. When the darkness came on, it is impossible for man to describe, or human imagination to conceive, a scene of more transcendant and complicated horror. To fill up the measure of their calamities, about the hour of midnight a sudden shift of wind threw the ship into the trough of the sea, which struck her aft, tore away the rudder, started the stern-post from the hauden ends, and shattered the whole of the stern-frame. The pumps were immediately sounded; and in the course of a few minutes the water had increased to four feet. A gang was immediately ordered to the pumps, and the remainder were employed in getting up rice out of the run of the ship, and heaving it overboard, in order, if possible, to get at the leak. After three or four hundred bags were thrown into the sea, the principal leak was discovered, and the water poured in with astonishing rapidity. In order, therefore, to decrease as much as possible the influx of water, sheets, shirts,

jackets, bales of muslin, and every thing of the like description were thrust into the aperture. Had not these exertions been attended with some success, the ship must certainly have gone down, although the pumps delivered fifty tuns of water an hour.

As the next day advanced, the weather began to moderate. The men worked incessantly at the pumps, and every exertion was made to keep the ship afloat. They were at the time about two hundred miles from the eastern coast of Africa.

On the 9th, although the violence of the tempest had in a great measure subsided, yet the swell of the sea was tremendous. The long-boat was ordered out; but the captain having reason to suspect that some of the crew would endeavor to make off with her, he directed the second mate and three seamen to take possession of her; at the same time giving them arms and express orders to shoot the first man who attempted to board her without his permission. They were also instructed to keep astern, and to stick by the ship until she came to an anchor.

The men having taken their stations in the boat, a raft was ordered to be made of all the large spars, which was accordingly done. The whole when lashed together measured about 35 feet in length, and 15 in breadth. At this time the captain apprehended the ship could not make the land, and being convinced, in case of her going down, that all the people could not be received into the long-boat, determined not to neglect any measure that presented even a chance of saving the whole.

When the second mate was preparing to obey the orders he had received, and take command of the long-boat, the carpenter addressed the captain in a respectful manner, and earnestly entreated him to leave the ship. On being reprimanded for not attending to the pumps, the man burst into tears, and declared, that the whole of the stern-frame was shook and loosened in such a manner, that he expected every hour she would go down. The miserable appearance of this man, and the affecting tone of voice in when he delivered his apprehensions, considerably increased the terrors of the crew; where upon the captain thought it necessary to declare that he would perform his duty, and stick to the ship until he was convinced from his own observation that all hopes of saving her was at an end. The carpenter repeated his solicitations, when he was ordered to his post, and assured, at the same time, that unless he made every exertion to encourage the people in

their duty at the pumps, he should be immediately thrown into the sea. He retired, and exerted himself afterwards with a manly perseverance.

The captain was immediately addressed on the departure of the carpenter by many of the sailors, and on the same subject. They were so clamorous, and differed so much in their opinions, that he was nearly going to extremes with some of them.

These circumstances are mentioned as a caution to future navigators, who are entrusted with a command. They too frequently listen to the opinions of their people in time of danger, who are generally for quitting the ship and taking to boats, masts, yards and spars formed into a raft, or whatever timbers they can lash together; indeed, as the prejudices and sentiments of the common sailors on these occasions are so various, it is not to be supposed that any thing can arise from such mistaken conduct, but confusion and misfortune.

A crew, such as composed that of the Hercules, which consisted of people of various nations, require indeed from their commander a peculiar attention. It may happen, that by humoring their religious prejudices at a particular moment, an essential service may be obtained; and the following remarkable anecdote will tend to elucidate this opinion.

At a period when the tempest raged with the utmost violence, the captain directed most of the crew below, particularly the lascars, to work the pumps. One of them, however, was perceived coming up the gang-way, with a handkerchief in his hand; and on being questioned what he was about, he answered in a tone of voice that discovered a perfect confidence in the measure he proposed, that he was going to make an offering to his God. "This handkerchief," said he, "contains a certain quantity of rice, and all the rupees I am worth; suffer me to lash it to the mizen-top, and rely upon it, Sir, we shall all be saved." The captain was going to order him back to the pumps, but recollecting that in so doing he might throw both him and his countrymen into a state of despondency, and thereby lose the benefit of their exertions, he acquiesced. The lascar thanked him, and he soon beheld this child of prejudice mount the tottering ladder without discovering a single apprehension. He lashed the handkerchief to the mizen top-mast head, fearless of all danger, and arrived in safety on the deck. Confident now that his God was the Captain's friend, he went below to inform his brethren that he had done his duty; all the lascars seemed transported with

j›, embraced their virtuous companion, and then laboured at the pumps with as much alacrity and perseverance, as if they had encountered, before, neither apprehension nor fatigue. To their unceasing labors, was owing in a great measure the preservation of his people.

The shift of wind which threw the ship into the trough of the sea and tore away the rudder, was fortunately a squall of but short duration, not continuing above a quarter of an hour. Had it lasted but a little longer, the ship must have been torn to pieces. The wind came round to its former quarter, and moderated gradually.

After the long-boat had been delivered to the care of the second mate, and the raft completed, the captain held a consultation with the officers, and they were all decidedly of opinion, that it was impossible to save the ship, and that they had no other chance to preserve their lives, than to make the land and run her on shore.

The people, when informed of the issue of this consultation, appeared to work with renovated spirits This disposition was kept up by being assured they would soon be within sight of land, and that by constantly working at the pumps, the ship would be kept afloat, until they reached the shore.

The ship for some time had been unmanageable, frequently standing with her head from the land, which all their efforts could not prevent, the captain got a rudder made out of the topmast, and fixed it in the place of the one they had lost; but it was found of little use without the help of the long-boat, which he ordered therefore to be hauled athwart her stern, and this served, although with the greatest difficulty, to get her head towards the shore, the wind being variable from the eastward. A cable could have been got out, that might have answered tolerably well to steer the ship ; but the people could not be spared from the pumps to attend rousing in on the tackles, or guys, as occasion might require.

On the evening, however, of the 15th, they discovered land at about six leagues distance. All on board at this moment expressed their joy in shouts and acclamations. The ship still kept nearing the shore, with five feet water in her hold.

On the 16th in the morning, being then about two miles from the land and the wind from the westward, the captain ordered the anchor to be let go, that a last effort might be made to stop the leaks, and, if possible, save the ship. But her stern was shattered in such a manner, that, after holding another consultation with his officers, it was finally resolved

to run the ship on the coast then opposite to them. Another gale threatened them, and no time was to be lost.

The captain immediately ordered his second mate, who was in the boat, to come on board, and he then delivered into his custody the ship's register, and all the papers of consequence he had. After providing him and his three men with water and provisions he ordered him into the boat again, with directions to keep in the offing ; and that after they had run the ship on shore, provided they got safe to land, he would search for some inlet into which he might run with safety. They desired him also to look out for signals which would be occasionally thrown out from the shore to direct his course. The mate faithfully promised to obey his instructions, and then returned to his boat.

They were now on the coast of Caffraria, within a few leagues of where the river Infanta disembogues itself into the sea. A dreadful crisis approached, and they agreed to meet it with becoming fortitude. The captain therefore gave directions to set the head sail, to heave the spring tight, in order to set her head towards the shore, and then to cut the cable and the spring. His orders were obeyed with the greatest promptitude.

After running until within something less than half a mile of the shore, she struck on a cluster of rocks. The swell at this moment was tremendous ; and from the ship's thumping so violently, it was scarcely possible for the men to hold on. In this situation she remained for about three or four minutes, when a sea took her over the rocks, and carried her about a cable's length nearer the shore, where she again struck, and kept heaving in with a dreadful surf, which every moment made a breach over her.

The lashings that held the raft having given way, and the spars carried to a considerable distance from the ship, they lost all hope from that quarter. At length, one of the crew, who was a black, plunged into the waves, and by exertions which seemed more than human, gained and seated himself on the raft. He scarcely remained in that situation for ten minutes, when the whole was turned over, and the man completely enveloped in the sea. In a few moments, however, they perceived him in his former seat. Again he endured a similar misfortune; and a third succeeded. Still he buffeted the waves, and gained the raft, until at length, after suffering two hours of fatigue, which, until then, the captain could not possibly imagine human nature could survive, he drifted on land.

The natives, who had kindled several fires, appeared in great numbers on the shore. They were mostly clothed in skins, armed with spears, and accompanied by a vast number of dogs. A party of them seized the man who had landed, and conducted him behind the sand hills that line the coast, and which hid him entirely from their view.

Twelve of the captain's people now launched themselves on different spars, and whatever pieces of timber they could find. They braved all difficulties, and at last gained the land No sooner had they reached the beach than the natives came down, seized and conducted them also behind the sand-hills. As it was impossible for those who remained on board, to discover what they were about, and observing several parties of the natives appear at different times on the shore, but unaccompanied by any of the people, they conceived all those who had landed were massacred, and that a similar fate awaited the whole of them. They who had remained on board the ship were obliged to shelter themselves in the forecastle, as the wreck, becoming a fixed object, the sea made over her, and there was no other part where they could remain, even for a moment, in a state of security.

Suspense and apprehension reigned during the whole of the night. Some were of opinion, that, to avoid being tortured by the savages, perhaps thrown into the fires they perceived on shore, it would be more advisable to resign themselves to a watery element, as in that situation they should only endure a few struggles and then life would be no more. Others entertained different sentiments, and were for making the shore in as compact a body as possible. "We shall then," said they, "attack the savages with stones, or whatever we can find." This was overruled as a measure impracticable; there was no possibility of six men keeping together; but if such a number could, by a miracle, get on shore without being divided, the natives could destroy them in a moment with their spears. The whole of this miserable night was spent in such consultations; and as the next sun was to light them to their fate, they trembled at his approaching the horizon.

As soon as morning appeared, they looked towards the shore; but not an individual was to be seen. Distraction was now visible in every countenance, and what death to choose, the principal consideration. At length, about the hour of nine, the scene changed in a moment. A delirium of extacy succeeded, which no pencil can pourtray, no being can conceive, but those who beheld it. All the people who had landed the

day before, were observed making towards the shore; and they soon perceived them beckoning and inviting them to land. In a few minutes, every spar, grating, and piece of timber that could be procured, were afloat, and completely occupied; some with two people, others with more, according to the size. "I immediately (says the captain) stript off my shirt, put on a short jacket, wrapt a shawl around my waist, in the corner of which I put a gold watch, and, keeping my breeches on, seized a spar, and launched into the sea. For nearly three quarters of an hour I preserved my hold, and drifted towards the shore. Sometimes I was cast so near, as to touch the rocks with my feet, then hurried away to a considerable distance; again I was precipitated forward, and in a moment afterward carried off by the returning sea. At length a sudden jerk, occasioned by the swell, strained both my arms, and I was compelled to quit the spar. At this instant, although a considerable distance from the beach, a wave that was proceeding rapidly towards the shore, bore me along, and in a few moments cast me senseless on the sand. My people, who were on shore, observed my situation; they ran down, and snatching me from the danger of the coming waves, bore me to a place of security. I was insensible at this time, but soon revived, as they placed me near a fire, and used every means in their power for my recovery. The first subject of inquiry, when my faculties returned, was, of course, the fate of my unfortunate crew; and I enjoyed the heartfelt pleasure of beholding them all around me, except those in the long-boat, and one man, who perished near the shore. I then addressed myself to the natives; but on this occasion I laboured under the difficulty of not being understood. I knew nothing of their language, and for some time I endeavored to explain myself by signs. Fortunately there was a Hottentot present, who had lived with the Dutch farmers, and could speak their language. My third mate was a Dutchman, and these served as interpreters.

"This difficulty being happily removed, I endeavored by every means in my power to secure the friendship of the natives. I thanked them in the name of my whole crew, and on the part of my nation, for the liberal and humane assistance they had afforded us in the hour of our misfortune, and solicited their future kindness and support.

"This being, as I conceived, at no great distance from the spot where the Grosvenor was lost in 1782, I inquired of the natives whether any of them remembered such a catastrophe

Most of them answered in the affirmative, and, ascending one of the sand-hills, pointed to the place where the Grosvenor suffered.

"I then desired to know of them, whether they had received any certain accounts respecting the fate of Captain Coxson, who commanded the Grosvenor, and who was proceeding on his way to the Cape, with several men and women passengers, who were saved from the wreck. They answered, that Captain Coxson and his men were slain. One of the chiefs having insisted on taking two of the white ladies to his kraal, the captain and people resisted, and not being armed, were immediately destroyed. The natives, at the same time, gave me to understand, that at the period when the Grosvenor was wrecked, their nation was at war with the colonists; and as the captain and his crew were whites, they could not tell, provided they had reached the Christian farms, but they would assist the colonists in the war. This affected my situation so directly, that I desired to know on what terms the Caffrees and the colonists then stood. 'We are friends,' said they, 'and it will be their fault if we do not always remain so.'

"This answer relieved me from a very serious embarrassment; but the fate of the two unfortunate ladies gave me so much uneasiness, that I most earnestly requested of them to tell me all they knew of their situation; whether they were alive or dead; and if living, in what part of the country they were situated. They replied, and with apparent concern, that one of the ladies had died a short time after her arrival at the kraal; but they understood the other was living, and had several children by the chief.—'Where she now is,' said they, 'we know not.'

"After I had received every possible information on this melancholy subject, we employed ourselves principally during the remainder of the day in assisting the natives to save whatever came on shore from the wreck. When they got a piece of timber, they placed it immediately on the fire, as the readiest method of procuring the iron, and which they sought after with the most persevering diligence."

When night came on, the natives retired, and left them to sleep under the sand-hills, without covering and without food. The weather was boisterous, with a strong wind from the westward, and the cold severe; a consultation was held in what manner they should dispose of themselves until the morning, and they at length resolved, that some of them should keep

watch during the night, and the rest place themselves near the fire, and if possible obtain a little rest.

The night passed without any of the unfortunate sufferers enjoying a moment of repose. Their bodies on one side were heated by the fire; but the cold chilled the other in such a manner as to render the pain hardly supportable. The sand, driven by the winds in prodigious quantities, filled their eyes, ears and mouths as they lay under the banks, and kept them in perpetual motion. They likewise entertained apprehensions respecting the natives.

At length day appeared, and the Caffrees returned in great numbers. The chief knowing they were in want of food, brought a bullock, which they immediately slaughtered by knocking the animal on the head with clubs, and penetrating its sides with their spears. It was skinned almost in a moment, and they cut it up in lumps, which they placed on the fire to singe rather than to roast, and then devoured their respective shares with the highest satisfaction. The beast, as it was given to the famished crew, it might be supposed, would be left for their disposal; but the Caffrees were hungry, and they knew nothing of European etiquette. It is true, they presented the bullock to them as a donation; but they saw no reason why they should not dispose of the greater part of it.

On cutting up the animal, it was observed they paid more than ordinary attention to the paunch. Several of the Caffrees laid violent hands on it; and after giving it a shake for the purpose of emptying the contents, they tore the greater part in slits with their teeth, and swallowed the whole as it came warm from the beast.

Their meal, such as it was, being finished, part of the crew proceeded to the shore, and the long boat was observed at a considerable distance. The ship was dividing very fast, and the gale increasing, many things were therefore cast on shore, which the Caffrees were indefatigable in procuring. A cask, however, was thrown on the beach, which considerably excited the captain's anxiety: it contained sixty gallons of rum, a quantity sufficient to have intoxicated the whole of the natives, although they amounted to at least 300. Their predilection for such liquor is well known, and the consequence of their intoxication was particularly dreaded by the captain. The only way left was to steal to the spot where the cask lay, and stave in the head without being perceived by them. This was happily accomplished, and they afterwards stripped the vessel of the iron hoops, without discovering what had been done, or what it formerly contained.

In the general search on the shore, one of the Caffrees had picked up the ship's compass. Not knowing what it was, yet pleased with its formation, he delivered it to the chief, who immediately took it to pieces, and after contemplating the various parts, took the copper ring in which it hung, and suspended it from his neck. He appeared highly pleased with the ornament; and this circumstance induced the captain to present him with one still more glittering, and of course, in his estimation, more valuable; recollecting that he had in his possession a pair of paste knee-buckles, he presented them to the chief, and hung one upon each of his ears.

The moment this was done, the chief stalked about with an air of uncommon dignity. His people seemed to pay him greater reverence than before, and they were employed for some time in gazing at the brilliancy of the ornaments, and contemplating the august deportment of their chief magistrate.

Towards evening the captain again addressed the chief on the subject of their departure. He requested him to send a guide with them through the desarts to the first Christian settlement, and that nothing should be wanting on his part to recompense his kindness. The Caffree paused for a moment, and then very coolly replied, that he would gratify the captain's wishes; and being desired to name the time when he would suffer them to depart, he gravely answered, "When I consider that matter you shall be made acquainted with my determination." These answers alarmed the unfortunate sufferers. The countenance of the savage appeared to discover some hostile measure that was lurking in his mind; and yet his former conduct was so liberal and humane, that they had no just grounds for suspecting his integrity. The natives, however, were perceived consulting together in parties, and from their gestures nothing favorable could be perceived. When the day was drawing to a close, the crew were left to rest under the sand-hills, as on the former night.

The fire was recruited with some timber from the wreck, and sentinels placed as before. The wind blowing hard from the same quarter, they were again tormented with clouds of sand and a chilling atmosphere. June being one of the winter months, they had to encounter the severities of the season. It was impossible to shift their quarters as they could not procure timbers to light new fires, and the Caffrees might be displeased at their not remaining in their former situation. The night passed in consultation and gloomy predictions. The captain told his people not to do any thing that might have the

east tendency to displease the natives; to give them every thing they asked for, as the inhabitants of these desarts were only to be dreaded when provoked. But, at the same time, if contrary to their expectation they made an attack, or endeavored to detain them after a certain time, then he hoped they would firmly unite and either force their way or perish in the conflict.

When the sun made his appearance, they mounted the most elevated of the sand-hills to look out for the long boat; but she was not to be discovered in any direction. In a short time they perceived the Caffrees advancing. Most of them had assagays in their hands; others were furnished with clubs; some were decorated with ostrich's feathers, and their chief wearing a leopard's skin, with the captain's knee-buckles suspended as before. They saluted the crew in a very friendly manner, and were accompanied by them to the beach. The wind increased during the night, and several parts of the ship came on shore. One of the people had picked up a hand-saw, and as he perceived the Caffrees were indefatigable in procuring iron, he hid it in the sands. This was a valuable acquisition, and became of infinite service to them in the course of their proceedings.

Having secured all they could obtain from the wreck, the captain requested the chief to order some of his people to display their skill in the use of the assagays. This is a spear of about four feet six inches in length, made of an elastic wood, and pointed with iron, which the natives contrive to poison so effectually, that if it wounds either man or beast, death is the inevitable consequence.

The captain's wishes were immediately gratified. The Caffrees first placed a block of wood on the ground, and then retired about seventy yards from the spot where it lay. The chief then said, they would now behold their manner of fighting when engaged in battle. These compliances, as they seemed to remove former suspicions, gave great satisfaction to the sufferers. A party of about thirty began their maneuverings. They first ran to a considerable distance, then fell, as if motionless, on the ground; in a moment they started up, divided, joined again, and ran in a compact body to the spot from whence they originally set out. After halting for about a minute, they let fly a shower of assagays at the mark, and with a precision that was truly astonishing.

Not a word more passed this day about the departure of the crew. The natives retired as usual on the approach of night

All were employed to gather wood, and after procuring a sufficient quantity, they stretched themselves on the ground, and in spite of wind, sand and cold, slept until the morning.

When day appeared, all were again employed in looking out for the long boat; but she was not to be seen, nor did they ever hear of her again.

The Caffrees did not make their appearance this day until the sun had proceeded two hours in his course. As little now was to be procured from the wreck, Captain Stout begged the chief to appoint a guide for himself and crew, as he proposed taking his departure on the next day. "I shall furnish you with two," said the chief. These joyful tidings were delivered with so much frankness, that the captain was relieved at once from all apprehension and suspicion.

Desirous of having the Hottentot who served as an interpreter to accompany them through the desart, the chief was given to understand how much the services of this man would not only contribute to their pleasure, but also to their safety. The honest savage, however, had anticipated their wishes; he had previously mentioned it to the Hottentot, who had consented to proceed to the first Christian farm. Another of the tribe, who was better acquainted with the country, had likewise agreed to be of the party; and this information which was communicated to the crew, diffused a general joy and satisfaction.

After assuring the chief and the Caffrees in general of their unalterable friendship, and that the guides should be rewarded to the extent of their wishes, "I told him, (says the captain), we had endured great distress for want of water, and begged to know where we could procure some. 'I will conduct you,' said he, 'to a spring of excellent water; it is not far from this place, and, if you think proper, we will proceed direct to the spot.' No sooner was the proposal made than we set out; the Caffrees singing and dancing as they proceeded, and my people, although not without suspicions, in tolerable spirits."

After travelling westward about four miles through a delightful country, they came at last to a wood, in the bosom of which was discovered a hollow. The Caffrees descended first, and when they all arrived at the bottom, the chief pointed to the brook. They drank of the water and found it delicious. After allaying their thirst, they looked about and from the dismal appearance of the place, were again in a state of apprehension. Being mostly of opinion, that nothing less was

intended by the Caffrees than to massacre the whole party in this sequestered place; that they were decoyed here for the purpose; and that every man should prepare to defend his life. The captain, however, endeavored to quiet their apprehensions, and at last succeeded.

The Caffrees having invited the party to remain on this spot during the night, they began to prepare wood for the fires. All hands went to work, and by the assistance of a hand-saw, they procured some dry trees and underwood that afforded a very comfortable fire. One of the Hottentots, who was so rich as to possess a tinder-box struck a light; and this accommodation being not only highly useful but unexpected, gave new spirits to the whole party.

The natives, as the night came on, did not retire as usual to their kraal. This gave a fresh alarm, which did not appear to be without some cause; situated as the party then were, they were obliged to abide the event, and therefore prepared for the worst that could happen. The watch was set as formerly; but the Caffrees huddling together, were soon lost in sleep. This place, however dismal in its appearance, afforded a tolerable shelter for the night; clouds of sand were no longer troublesome and the severities of the wind and cold were mitigated by the friendly shade afforded by the trees.

"We were roused," says the captain, "by the savages as the sun appeared, and we departed from this supposed Golgotha in tolerable spirits. We had, however, consumed the last pound of our bullock before we left the sand-hills, and our party began to dread an approaching famine. I mentioned the distress of my people to the chief, and he promised to relieve us. We had journeyed but a few miles, when the Caffrees told us we must remain where we were that night. We accordingly set to work to procure fire wood, and had scarcely completed this necessary business, when the chief presented us with another bullock. It was soon despatched, skinned, cut into pieces of about four pounds each, and we then proceeded to dress them as provision for our journey. This was a business of so much importance, that most of the day was spent in accomplishing it.

"The night passed with less apprehension than before, and when the morning came we prepared for our departure.

"The moment now arrived when the real intentions of the Caffrees were to be developed. The natives came about us, and assisted in dividing the provisions. Each man was to carry his own stock which amounted to about three or four

pounds of beef; this with some biscuits, which a few of my people had contrived to preserve from the wreck, was to serve us until we reached a Christian settlement. So far from any appearance of hostility, the natives seemed to view our departure with regret. I took the chief by the hand, and thanked him for his great and friendly attentions to me and my unfortunate crew; assuring him at the same time, that if I survived the journey, it would ever be my first consideration to render him and his people some essential service. He thanked me, and then requested I would tell the colonists our ship was lost at sea, and so distant from the land, that no part of her could possibly reach the shore. He also desired me to place the utmost confidence in my guides, as they would certainly direct me for the best. After my people and the natives had exchanged some mutual civilities, we parted, and gave one another a last and affectionate adieu."

They did not take their departure on the morning of the 23d until the sun was well up. The guides were intelligent, and gave them to understand that they must on no account travel early, as the wild beasts constantly rose with the sun, and then ranged the desarts in quest of their prey. As they were all unarmed, a single lion, leopard or panther, could have destroyed most of them. It became therefore highly necessary they should not stir until these animals had satisfied their hunger, and were retired for the day.

Notwithstanding this cautious and necessary advice, and which was given with a laudable earnestness for their preservation, still the people were so desirous of getting on, that they grew uneasy; but the guides could not be induced to quit the fires until about nine o'clock, at which time they all proceeded and in good spirits.

Not more than three or four of the party were at this moment in possession of shoes. They had many hundred miles to travel through unknown countries, to ascend mountains of stupendous elevation, penetrate woods, traverse desarts, ford rivers; and yet they were to combat all these difficulties barefooted, not having saved above four pairs of shoes, and even these but in sad condition.

"As my feet were naked (says the captain) like most of my people, one of them offered me an old pair of boots which he then wore; but I refused them. My habiliments were a short jacket, a table cloth, which I found on the shore, wrapt round my loins; a shawl over it, four shirts which I wore at the same time, a pair of trowsers, and a hat. We bore to the west-

ward on our setting out, for the purpose of obtaining fresh water in the course of our journey. Our guides observed, that near the coast the water was generally brackish; we therefore struck into the interior, and were not entirely disappointed in our expectations."

They now travelled through a country beautifully variegated with hills, dales, extensive plains finely watered, but less wooded than the former. The grass appeared of an extraordinary height; but in the course they pursued, not a human foot-step could be traced; no cattle, no sign of cultivation could be observed. They were not interrupted by any beast of prey, although they constantly perceived their dung. At length, after travelling about thirty-five miles, they began to feel the want of water.

Having searched for this indispensable aliment with the utmost anxiety and attention, they were so fortunate as to discover, before sun-set, a brook that ran near the corner of a wood; and here they determined to rest for the night. They began, therefore, to prepare a sufficient quantity of fuel. The wood was chiefly composed of trees that partook in some degree of the nature of thorn: they cut several, and arranged their fires. One of the Caffrees struck a light, and the whole, in a few minutes, was in a blaze. The tinder which he provided was of a particular description: it consisted of a pitchy substance, extracted from a reed, and so tenacious of fire, that a single spark from the steel caught it in a moment. The weather being cold, they resolved to sleep close to one another, but the guides told them, the place they had fixed upon to rest during the night was known to be infested with leopards; and that, if they scented the party, nothing could prevent them from destroying some of them. This intelligence induced them to enlarge their fires, and they began to consult upon other measures that were likely to contribute also to their preservation. But such is the powerful influence of Morpheus over the harrassed soul, that their conversation had scarcely commenced on this important subject, when they were all relieved from any sense of danger, by gently falling into a sound sleep, in which they remained in perfect security until the morning.

No sooner had the sun peeped above the horizon, than they were all roused by the tremendous roaring of lions. Never were men in a situation more truly alarming. Had they discovered them during the night they must have been torn to pieces when sleeping, as not an individual could attend the

watch, or keep awake even for an hour. They therefore congratulated one another on finding they had all escaped, and set out about seven in the morning, in company with their guides. They soon arrived at the bank of a river, which being perfectly dry, they crossed without difficulty. Shortly after they came to another, which they likewise passed in a few minutes. They reached at length some islands, from the tops of which they discovered several beautiful vales, clothed with long dry grass, small clusters of trees, and in other places forests of considerable extent, skirting mountains of different elevations. In the course of the day they were in great distress for want of water, and lost much time in the pursuit of it. Indeed they almost despaired of finding any, as the earth appeared so dry as to exhaust all the brooks they had visited. Luckily, however, about sun-set, they discovered a small rivulet that ran near the skirt of a forest; and, although the water was not good, yet it still relieved them from a dreadful situation.

Having travelled this day about thirty miles, they determined to remain where they were during the night. All hands, therefore, went immediately to work, for the purpose of getting fuel. They had seen no animals in the course of the day, but frequently observed the dung of the elephant and the rhinoceros.

As their situation for this night was as dangerous and deplorable as on the preceding one, they determined to enlarge their fires, as the only means of safety they had left. This was accordingly done, and they had the pleasure to find, when the day appeared, that not an individual was missing of the whole party.

They proceeded on their journey shortly after sun-rising; and, as they were to travel through a wood of considerable extent, the guides told them to be upon their guard, as they would certainly be interrupted by wild animals, which resorted to that place in prodigious numbers. They determined, notwithstanding, to brave all dangers, and accordingly proceeded. They indeed escaped the lions, the panthers, the rhinoceros, the elephant, &c. but, unfortunately, about noon, came up with a horde of Caffrees, that were distinguished by their own countrymen, as a bad tribe. They spoke at first to some Caffree women, who behaved kindly, and gave them one or two baskets of milk. These baskets are made of twigs, wove so closely together as to hold water.

Having proceeded but a short way, after receiving this instance of female liberality, they were stopt by twelve Caffree

men, armed with spears, and clothed in leopards' skins. Their guid s, alarmed at the appearance of these savages, flew to the banks of the great fish river, which at that time was not more than two hundred yards from the place where they stood. They repeatedly called on them to return, but in vain; they immediately crossed the bed of the river, which was dry, and having reached the opposite shore ascended an adjoining mountain with the utmost precipitation. The savages brandished their spears, and appeared by their gestures to menace the destruction of the people. They could not understand what they said; but supposed they demanded from them whatever articles they possessed; and as these principally consisted of the little stock of provisions they had left, and their clothes, they determined not to part with either.

One of the captain's people had a knife, which was slung over his shoulder. A Caffree perceiving it, made a snatch at the handle; but the owner resisting it, he lost his hold. This so enraged the savage, that he lifted up his assagay with an apparent intention of dispatching the object of his resentment. At the moment he stood in this attitude, a more finished pic ture of horror, or what may be conceived of the infernals, was perhaps never seen before. The savage wore a leopard's skin; his black countenance bedaubed with red ochre; his eyes, inflamed with rage, appeared as if starting from their sockets; his mouth expanded, and his teeth gnashing and grinning with all the fury of an exasperated demon. He was, however, diverted from his purpose, and dropped the assagay.

The crew instantly proceeded to the river, and crossed it in pursuit of their guides, who were standing on the summit of the mountain; when they came up, the guides expressed the utmost satisfaction at their escape. They gave them a terrible description of the people they had just left, and assured them, if the remainder of their horde had not been hunting at the time they got to the fish river, not a man of them would have survived. They also declared, that they were the most abominable horde throughout the whole of Caffraria.

Their conversation lasted but a few minutes, when they resolved to descend the mountain, and pursue their journey Scarcely had they put themselves in motion, when a scene of the most extensive and luxuriant beauties burst in a moment on their view. The danger they had just escaped, engaged their attention so entirely, when they gained the summit, that they did not immediately perceive the world of beauties that now lay spread before them. All stood for some time in a

state of rapture and amazement. The country was mostly a level, yet pleasingly diversified with gentle elevations, on the tops of which they could perceive clumps of the mimosa tree, and the sides clothed with shrubs of various denominations. A thousand rivulets seemed to meander through this second Eden; frequently skirting or appearing to encircle a plantation of wood; then suddenly taking a different direction, glided through a plain of considerable extent, until it came to a gentle declivity; here it formed a natural cascade, and then, following its course, proceeded in an endless variety throughout the whole of the country.

As they stood gazing on this sylvan scene, they perceived innumerable herds of animals, particularly of the species of the gazelle, scouring over the plains; some darting through the woods, others feeding, or drinking at the rivulets. As far as the eye travelled in pursuit of new beauties, it was most amply gratified, until at length the whole gradually faded on the view, and became lost on the horizon. They were so wrapt in ecstacy on this landscape, that they forgot their danger, and remained too long upon the mountain. They at length descended, and proceeded on their journey.

Before the day closed they fixed on a place where they were to remain until the morning. It was near a wood, mostly composed of that kind of thorn already mentioned. Several of these they immediately cut, not only for the purpose of fuel, but to form a barricade or defence against the wild animals during the night.

After completing their fortification, lighting the fires, and supping in the best manner possible, they lay down to rest; but their sleep was constantly disturbed during the night, by a herd of elephants brushing through the wood, passing and returning almost every moment. Had not the fence been erected the preceding evening, they would in all probability, have been trampled to death by these monstrous animals. They had the good fortune however to escape; and, about seven the next morning, proceeded on their journey, in company with the guides.

They travelled this day through a delightful country. The land, in some places, seemed to be composed of a red and yellow clay, and the valleys appeared covered with a very thick and long grass, but not a sign of agriculture was to be observed. In the course of the day, they perceived a few deserted huts, one of which they entered, but paid severely for their curiosity; as those who ventured in, were in a moment covered entirely with fleas.

Water was found sometimes, but it was brackish, although they were at least 50 miles from the sea. They kept at this distance during most of the journey.

They brought up for the night, after traveling about 35 miles, at the skirt of a small forest, and provided fuel, with a temporary defence, as before. The provisions being nearly exhausted, they were obliged to eat sparingly, although most of them were ravenously hungry.

About seven in the morning, they again set out; but many of the people dropt astern in the course of the day, being almost worn out with fatigue. In this situation it was thought advisable for such of the party as could travel, to get forward, and provide a place where wood and water could be had. The captain was of this company; and that all those who remained behind might find their way, he ordered the Caffree guides to set fire to the long grass, which served during the night as a point of direction. He was likewise in expectation of their coming up before the morning; but was sadly disappointed. They remained stationary until the sun appeared, and then went on.

Not one of the people left behind appeared this morning; but the guides were of opinion they would reach a Christian settlement in the course of the day, where assistance would certainly be had. This intelligence gave them new spirits; and they traveled with an unusual alertness, until they came to a farm house. Here relief was expected, but none was to be found: the whole place had been deserted for some time; they were obliged, therefore, to sleep again in the air, and leave their absent and miserable companions to all the horrors of the desart.

This was not a night of sleep, but lamentation. They sat round the fire, and spoke of nothing but their absent messmates and their unfortunate situation. They were left defenceless, without food, hardly able to stand erect, and in a country where the ferocious animals were most numerous. They were likewise every hour in danger of an attack from the Boshis-men, who swarm in these parts, and destroy the unhappy object of their vengeance by arrows that are poisoned. The sensibility of the people on this melancholy occasion, displayed the genuine character of a sailor. Men who could brave all the dangers of the tempest, and face death without a trembling nerve, even in the cannon's mouth, could not, however, speak of their distressed and absent brethren without a tear. Their own misfortunes were forgotten; and

their only consideration, during the night, was their unhappy messmates, whom they never expected to behold again.

They remained here for more than an hour after the rising of the sun. Out of sixty, that composed the party, when they departed from the beach, thirty-six were so maimed and worn down by fatigue, as to be unable to travel, these remained in the desart, if not already destroyed; and had no hope of preservation, but from the exertions of the party who were able to proceed; the guides were now certain that a Christian habitation was at hand. The last they saw had been destroyed by the Caffrees during the war with the colonists. It was, therefore, determined to proceed to a place where relief could be obtained, with every possible dispatch. The people proceeded with redoubled energy; the salvation of their companions was the incentive, and that consideration banished every idea of danger or fatigue.

They travaled without a single halt for about three hours when one of the guides who was advanced, roared out, in a transport of joy, "I see a Hottentot, attending a flock of sheep." It was the voice of a seraph proceeding from a Caffree. They ran to the place where he stood, and at a considerable distance, observed a man attending a flock of at least four thousand. They moved in a body towards the shepherd, who seemed at first to be alarmed; but perceiving they were mostly whites, and unarmed, he stopt until they came up. The captain requested of him to direct them the nearest way to the first settlement, which he did, and at the same time informed him, the proprietor was a good man; the distance, he said, was about three hours. The pleasure diffused throughout the party, on receiving this information, it is impossible to describe. The captain embraced this opportunity, and went on; a general joy succeeded, and who should be foremost, the principal consideration.

At length—ecstatic reflection—they came within sight of a Christian farm. "Come on, my lads," said the captain, "we are safely moored at last; and our people, in the desarts, will be soon relieved." Some tottered as they stood, overcome by joy, and could not move; others appeared as in a trance, until at length about ten followed him, and they entered the house of Jan du Pliesies.

Fortunately, this was a settler of the best order, about sixty years old, born in Holland, but had resided in Africa for many years; humane, generous, and possessing a heart that appeared to be the constant mansion of a virtuous sympathy

His cottage was formed of clay, thatched with a kind of reed, and furnished with a few stools, a table, and some kitchen utensils. His family consisted of five or six sons their wives and children, together with a daughter, making in all about twenty people. His stock, however, was considerable, not less than twelve thousand sheep, and one thousand oxen.

After the alarm, which their first appearance occasioned, had subsided, the captain told the story of their melancholy disaster, and implored his assistance for the relief of the unhappy people who were left behind. This good man could not listen to the relation without discovering by his countenance the tenderness of his nature. His face, which was naturally pallid, became, at certain intervals, of a crimson hue; these emotions appeared as the effervescence of sensibility, and to exhibit, in glowing colours, the complexion of virtue.

As no time, he said, should be lost in preparing for the relief of the unhappy people, he immediately directed two of his sons to harness eight oxen to a waggon. His orders were obeyed with a cheerfulness that evinced an hereditary goodness, and that it had descended, unimpaired, from the sire to his children. They were directed to travel all night; and the guides described the spot so minutely, as to avoid all possibility of a mistake. The waggon was soon out of sight, and they all sat down to partake of a sheep, which their liberal host had ordered to be killed for their entertainment.

When the meal was over, the worthy colonist began to interrogate them respecting their journey through Caffraria. He could not possibly conceive, he said, how the Tambochis could be induced to suffer their departure. They were such a horrid race, that nothing was so gratifying to their nature as the shedding of human blood. The Boshis-men he also observed, were so perpetually on the look-out, that he was amazed at their traveling with any degree of security; but when he considered that they came through a part of Caffraria, so infested with carnivorous animals, that people could never travel safely but in parties, and well armed, he declared the being then in his house appeared to him a kind of miracle.

The captain took this opportunity of giving our worthy host a proper idea of the Tambochis. His mind had been poisoned by some of his depredating neighbours, and never going on such parties himself, had entertained these prejudices without having an opportunity of knowing the contrary. He appeared much pleased at the conduct of the Tambochis, and declared this circumstance alone would relieve him from many hours of uneasiness.

His sequestered mansion was nearly surrounded by trees, on which were hung to dry, the skins of lions, tigers, panthers, and other destructive animals, killed in the vicinity of his own habitation. The carcasses of two enormous creatures were observed lying near the door, which had the appearance of being recently destroyed. They were two rhinoceroses that the farmer's sons had killed, but the day before, on their own land. This gave rise to a narrative respecting these animals, which the good man related with great circumspection, and which appeared very extraordinary.

"These creatures, said the farmer, are more savage, and infinitely more to be dreaded, than any other animal of the desarts. Even the lion, when he perceives a rhinoceros, will fly from him on the instant. I had a proof of this, said he, about two years ago. As I was traversing my lands in the morning, I perceived a lion enter a thicket, about the distance of half a mile from the place where I stood. In a few minutes after I observed a second, then a third, and a fourth came; they seemed to follow one another at their leisure, and, in less than an hour, I counted nine that entered the same wood. Never having seen so many of the same species together, I was desirous to know the event of their meeting, and I concealed myself for the purpose. After waiting for rather more than an hour in my lurking place, without either seeing any of them, or hearing any noise from the quarter where they lay, I began to despair of having my curiosity in the least gratified. At length, I perceived a rhinoceros of uncommon magnitude approach the wood. He stood motionless for about five minutes, when he arrived at a small distance from the thicket, then tossed up his nose, and at last scented the animals that lay concealed. In an instant I saw him dart into the wood, and in the space of about five minutes afterwards I observed all the lions scamper away in different directions, and apparently in the greatest consternation. The rhinoceros beat about the wood in pursuit of his enemies for a considerable time; but not finding any, he broke cover at last and appeared on the plain. He then looked around him, and, enraged at his disappointment, began tearing up the earth, and discovered every sign of madness and desperation. I remained quietly in my retreat until the animal disappeared, and then returned to my house."

The travelers slept this night on sacks, which their host had arranged for their accommodation. At breakfast on the succeeding morning, their benefactor entertained them with

some very interesting observations respecting the country where he resided. He particularly stated the hardships, which the colonists endured from the restrictive orders and persecuting conduct of the government at the Cape. "I have lead ore, said he, on my own farms, so near the surface that we can scrape it up with our hands, and yet we dare not touch it. If we were known to melt and use a single pound of it, we should be all transported for life to Batavia."

Before they had finished their meal, their benefactor dispatched messengers to his neighboring friends, desiring their assistance to get the crew to the Cape. Several of them came and behaved with the greatest tenderness and liberality. They went so far as to say, that such as were desirous of remaining in the country until they had perfectly recovered, should be accommodated at their houses; and as they traveled once in every year to the Cape, they would take the first opportunity of conveying them thither. The captain thanked them for their kindness, but declined accepting their proposal, as his intention was to make the Cape with every possible expedition.

This conversation was interrupted by a Hottentot servant who ran into the house and declared the "waggon was in sight." All flew to meet it, and the captain had the heartfelt consolation of perceiving twenty-three of his unfortunate people, chiefly lascars, laying down in the machine. On their arrival, the two sons of du Pliesies said, they found them near a wood perfectly resigned to their fate, having given up all hopes of relief. The preceding day, thirteen of their companions separated from them; but where they had strayed to not one of them could even guess at. These poor fellows after enduring for a long time the most unexampled miseries, all arrived in safety at the Cape.

They were now forty-seven in number, and as they were to proceed in waggons, such as were afflicted with sore feet, or weak through hunger and fatigue, would not again be separated from their companions.

Their benevolent host now provided them with a waggon and two sets of oxen, each set containing eight. They were occasionally to relieve each other on the way, and two or three Hottentot servants were appointed as drivers, and to take charge of the relaying cattle. One of the farmer's sons, completely armed, was likewise directed to attend them, and the waggon was stored with provision and water sufficient until they arrived at the next settlement.

They took their departure from the hospitable mansion of the benevolent du Pliesies on the morning of the second of July. The guard was perpetually on the watch, lest the Boshis-men or the wild animals might dart upon them unperceived. About eight in the evening, however, they reached the second farm in perfect security. The distance traveled was about thirty-five miles this day, and all the people in good spirits.

The owner, whose name was Cornelius Englebrock, they found also a beneficent character. His cottage was poor indeed; but all that he could afford he gave with cheerfulness. His neighbour's letter was produced, which he read with great attention, and then said, "my friend is a good man, and I always valued him; but you wanted no other recommendation to my poor services, than your misfortunes."

They remained here during the night, after partaking of a frugal repast which their host had provided, and which was given with many innocent apologies for its scantiness.

Before their departure on the ensuing morning, the farmer generously presented them with nine sheep. The poor man lamented he could not let them have a morsel of bread. "We live, (said he), the year round chiefly on mutton and game; but seldom enjoy the luxury of a loaf." He insisted, however, on the captain's taking the sheep, which he accepted with many thanks, and they then departed on their journey.

During the four or five succeeding days, they traveled on from house to house, generally at fifteen or sixteen hours distance from each other, and were received at all of them with a disinterested hospitality. These occurrences are related with a scrupulous attention to fidelity, because the colonists, without distinction, have been frequently represented as a ferocious banditti, scarcely to be kept within the pale of authority.

During several days trial they could get but little bread, and not much water. The countries were alternately hill and dale, and often afforded the most romantic prospects. They frequently perceived vast quantities of wolves, and often such droves of that species of deer which the farmers call spring buck, that one flock alone could not contain less than from twelve to fourteen thousand. Indeed many of the settlers said, they had seen double that number at one time, and frequently killed three at a single shot. Our travelers likewise saw vast quantities of guinea fowl, which after a shower of rain, are easily caught by the farmers' dogs.

The zebra, or wild ass, is common in these advanced colonies, and many of them were seen—ostriches likewise numerous. They had such plenty of venison at the houses where they stopped, that their stock of nine sheep, furnished by honest Englebrock, was diminished but three in the course of six days.

From the 8th to the 16th of June, their journey was not interrupted by any disagreeable occurrence. The countries through which they passed, displayed at every mile a new change of beauties. The mountains were in many places of stupendous height, and the valleys, decorated with wood, were astonishingly fertile in vegetable productions. One of the most extensive of these valleys, took them no less than three days and a half in passing. It is called by the settlers Long Cluff, and affords, perhaps, as many romantic scenes as can be found in any spot of the same extent on the face of the earth.

The hills for seventy or eighty miles run parallel to each other. The lands between are wonderfully rich, and produce vast quantities of a plant similar in its smell and taste to our thyme. On this fragrant herb are fed immense quantities of sheep and cattle; they devour it with great eagerness, and it gives the mutton a flavour so like our venison, that an epicure might be deceived in the taste. The valleys are generally level from four to eight miles in breadth, and in several places intersected with rivulets, on the borders of which are frequently perceived whole groves of the aloe tree.

On or about the fourteenth, they reached the settlement of an old and blind man. He had a large family, and appeared to possess a comfortable independence. When he heard the story of the travelers, the good farmer burst into tears, and ordered a glass of brandy to be given to each of the crew. After this unusual and cheering repast, he directed some mutton to be delivered to the people, and gave them a pot to dress it in. He then requested of the captain to mess with the family, which was complied with, and when supper was ended, this worthy creature said he was so pleased with their escaping the dangers of the sea and the Caffrees, that he would celebrate the meeting with a song. He immediately began and sung with the voice of a Stentor. A general plaudit succeeded; and then their honest benefactor said, "Now, captain, I have a favour to ask of you. Pray desire all your people to sing." It was impossible to help laughing at this whimsical request; but it was thought good-humour at such a moment should not be interrupted; therefore an American

sailor was desired to sing one of his best songs. He no sooner began than all the lascars tuned their pipes; this set a-going the Swedes, Portuguese, Dutchmen, and all the crew; each party sang in their several languages, and at the same time. Such a concert was never heard before; but the liberal and merry old colonist was so entertained with their music that he had nearly dropt from his chair in a fit of laughter.

The captain was provided this night with a sheep's skin, on which he rested under the roof of the farmer's cottage; but there was not room for all, and therefore most of the poor fellows were obliged to sleep in the air. A similar inconvenience had happened so frequently since they reached the colonies, that they determined to separate.

On the morning of the 17th they separated, and the captain took with him his chief and third mate, together with one or two more who were solicitous to accompany him. The country, as they advanced, increased in population; and the farm-houses were, in several places, not more than two hours distance from each other. Many of them were beautifully situated, and the lands produced grain, oranges, figs, and lemons in abundance. Their grapes likewise appeared to flourish, and supplied them with wine and brandies, which they vended chiefly at the Cape. Vast herds of deer, and partridges out of all number, were seen, and immense tracts of land covered entirely with aloe trees.

From the 17th to the 21st, they traveled a mountainous country; but the valleys constantly presented farms and habitations where the industry of the husbandman was amply rewarded. The flocks of sheep were prodigious; but the cattle were not so numerous, nor in such good condition as those seen in the more advanced colonies.

On the 22d they arrived at Zwellingdam, and proceeded to the landorse-house. The landorse is the chief man of the place, and his settlement consists of about sixteen or eighteen houses, surrounded by a delightful country, and producing grain, vegetables for culinary purposes, grapes and fruits of almost every description.

This gentleman gave them a very hospitable reception, and the next morning furnished the captain with a horse and guide, to conduct him to his brother's-in-law; that nothing might be omitted on his part to secure a favorable reception at the Cape, the captain's worthy host gave them a very kind letter to his friend General Craig, commander in chief, acquainting him with the loss of the ship, and the miseries endured by the crew

in their travels through the desart. He also requested the general would do them every kindness in his power, which he would acknowledge as an obligation conferred upon himself.

They arrived at the settlement of Johannes Brinch at Stallen Bush, on the third or fourth day, after traveling through a country highly cultivated, and producing immense forests of the aloe-tree. The farmers lived here in affluence, and the crew continued to experience the most liberal and kind attention during the remainder of their journey.

On their arrival at Stallen Bush, the captain waited on Mr. Brinch whose reception can never be mentioned but in terms of the most fervent gratitude and esteem. His residence is one of those delightful places which, from its natural situation and fertility, wraps the beholder, the moment he sees it, in an ecstacy. The vines there are reared with great attention, and are highly productive. Grain, vegetation, and fruits, yield abundant crops; and camphor-trees of very large dimensions thrive also in the settlement. Indeed, the whole settlement seemed to be so precisely what it should be, that any alteration must be a deformity. The people here dress well, but nearer the English than the Dutch style. They have nothing of that sullen taciturnity belonging to the character of the Hollander; but are sprightly and good humored.

"I remained two days (says the captain) under the roof of this liberal and benevolent gentleman. He pressed me to stay longer; but I was desirous of reaching the Cape, and therefore declined his hospitable invitation. In the morning, therefore, he provided me with a horse and guide, and I took my departure from Stallen Bush, on the 30th, in the morning. Our journey was but short, as we arrived the same evening at the Cape of Good Hope; and although emaciated in my frame, yet in tolerable health."

DESCRIPTION OF A STORM AT SEA.

We continued our cruize along the coast until we had run down into the Bay of Arcapoon, where we captured two or three vessels and obliged many more to run on shore. And here we had an instance how very important it is that a captain of a man of war should be a good sailor, and have his ship in such a discipline as to be strictly obeyed by his crew. I heard the officers unanimously assert, after the danger was over, that nothing but the presence of mind which was shown by Captain Savage, could have saved the ship and crew. We had chased a convoy of vessels to the bottom of the bay ; the wind was very fresh when we hauled off, after running them on shore, and the surf on the beach even at that time was so great, that they were certain to go to pieces before they could be got afloat again. We were obliged to double reef the topsails as soon as we hauled to the wind, and the weather looked very threatening. In an hour afterwards, the whole sky was covered with one black cloud which sunk so low, as nearly to touch our mast heads, and a tremendous sea, which appeared to have risen up almost by magic, rolled in upon us, setting the vessel on a dead lee shore. As the night closed in, it blew a dreadful gale, and the ship was nearly buried with the press of canvass which she was obliged to carry, for had we sea room, we should have been lying-to under storm staysails ; but we were forced to carry on at all risks, hat we might clear off shore. The seas broke over us as we lay in the trough, deluging us with water from the forecastle aft to the binnacles ; and very often as the ship descended with a plunge, it was with such force that I really thought she would divide in half with the violence of the shock. Double breechings were rove on the guns, and they were further secured with tackles, and strong cleats nailed behind the trunnions, for we heeled over so much when we lurched, that the guns were wholly supported by the breechings and tackles, and had one of them broke loose, it must have broken right through the lee side of the ship, and she must have foundered. The captain, first lieutenant, and most of the officers, remained on deck during the whole of the night ; and really, what with the howling of the wind, the violence of the rain, the washing of the waters about the decks, the working of the chain pumps,

and the creaking and groaning of the timbers, I thought we must inevitably be lost; and I said my prayers at least a dozen times during the night, for I felt it impossible to go to bed. I had often wished, out of curiosity, that I might be in a gale of wind, but I little thought it was to have been a scene of this description, or any thing half so dreadful. What made it more appalling was, that we were on a lee shore, and the consultations of the captain and officers, and the eagerness with which they looked out for daylight, told us that we had other dangers to encounter besides the storm. At last the morning broke, and the look-out man upon the gangway called out "Land on the lee beam." I perceived the master dash his fist against the hammock rails, as if with vexation, and walk away without saying a word, and look very grave.

"Up, there, Mr. Wilson," said the captain to the second lieutenant, "and see how far the land tends forward, and whether you can distinguish the point." The second lieutenant went up the main rigging, and pointed with his hand to about two points before the beam. "Do you see two hillocks inland?"

"Yes, sir," replied the second lieutenant.

"Then, it is so," observed the captain to the master, "and if we weather it we shall have more sea room. Keep her full, and let her go through the water; do you hear, quarter-master?"

"Aye, aye, sir."

"Thus, and no nearer, my man. Ease her with a spoke or two when she sends; but be careful, she 'll take the wheel out of your hands."

It really was a very awful sight. When the ship was in the trough of the sea, you could distinguish nothing but tumultuous water; but when she was borne up on the summit of the enormous waves, you then looked down, as it were, upon a low, sandy coast, close to you, and covered with foam and breakers. "She behaves nobly," observed the captain, stepping aft to the binnacle, and looking at the compass · "if the wind does not baffle us, we shall weather." The captain had scarcely time to make the observation, when the sails shivered and flapped like thunder. "Up with the helm: what are you about, quarter-master?"

"The wind has headed us, sir," replied the quarter-master, coolly.

The captain and master remained at the binnacle, watching the compass, and when the sails were again full, she had

broken off two points, and the point of land was only a little on the lee bow.

"We must wear her round, Mr. Falcon. Hands, wear ship—ready, oh, ready."

"She has come up again," cried the master who was at the binnacle.

"Hold fast there a minute. How's her head now?"

"N. N. E., as she was before she broke off, sir."

"Pipe, belay," said the captain. "Falcon," continued he "if she breaks off again, we may have no room to wear; indeed, there is so little room now, that I must run the risk. Which cable was ranged last night—the best bower?"

"Yes, sir."

"Jump down, then, and see it double bitted and stoppered at thirty fathoms. See it well done—our lives may depend upon it."

The ship continued to hold her course good; and we were within half a mile of the point, and fully expected to weather it, when again the wet and heavy sails flapped in the wind, and the ship broke off two points as before. The officers and seamen were aghast, for the ship's head was right on to the breakers. "Luff now, all you can, quarter master," cried the captain. "Send the men aft directly. My lads, there is no time for words—I am going to club haul the ship for there is no room to wear. The only chance of safety, is to be cool, watch my eye, and execute my orders with precision. Away to your stations for tacking ship. Hands by the best bower anchor. Mr. Wilson attend below with the carpenter and his mates ready to cut away the cable at the moment I give the order. Silence there, fore and aft. Quarter-master, keep her full again for stays. Mind you ease the helm down when I tell you." About a minute passed before the captain gave any further orders. The ship had closed to within a quarter of a mile of the beach, and the waves curled and topped around us, bearing us down upon the shore, which presented one continued surface of foam, extending to within half a cable's length of our position, at which distance the enormous waves culminated and fell with the report of thunder. The captain waved his hand in silence to the quarter-master at the wheel, and the helm was put down. The ship turned slowly to the wind, pitching and chopping as the sails were spilling. When she had lost her way, the captain gave the order. "Let go the anchor. We will haul all at once, Mr. Falcon," said the captain. Not a word was spoken, the men went to the fore-

brace, which had not been manned; most of them knew, although I did not, that if the ship's head did not go round the other way, we should be on shore, and among the breakers, in less than half a minute. I thought at the time that the captain said that he would haul all the yards at once, there appeared to be doubt or dissent on the countenance of Mr. Falcon; and I was afterwards told that he had not agreed with the captain, but he was too good an officer, and knew that there was no time for discussion, to make any remark; and the event proved that the captain was right. At last the ship was head to wind, and the captain gave the signal. The yards flew round with such a creaking noise, that I thought the masts had gone over the side, and the next moment the wind had caught the sails, and the ship, which for a moment or two had been on an even keel, careened over to her gunwale with its force. The captain, who stood upon the weather hammock rails, holding by the main rigging, ordered the helm a midships, looking full at the sails, and then at the cable, which grew broad upon the weather bow, and held the ship from the shore. At last he cried, "Cut away the cable." A few strokes of the axes were heard, and then the cable flew out of the hawse-hole in a blaze of fire, from the violence of friction, and disappeared under a huge wave, which struck us on the chess tree, and deluged us with water fore and aft. But we were now on the other tack, the ship regained her way, and we had evidently increased our distance from the land.

"My lads," said the captain to the ship's company, "you have behaved well, and I thank you; but I must tell you honestly, that we have more difficulties to get through. We have to weather a point of the bay on this tack. Mr. Falcon, splice the main-brace, and call the watch. How's her head, quarter-master?"

"S. W. by S. Southerly, sir."

"Very well; let her go through the water;" and the captain beckoning to the master to follow him, went down in the cabin. As our immediate danger was over, I went down into the berth to see if I could get any thing for breakfast, where I found O'Brien and two or three more.

"It was as nate a thing as ever I saw done," observed O'Brien. "Now, where's the chart, Robinson. Hand me down the parallel rules and compasses, Peter, they are in the corner of the shelf. Here we are now, too near this infernal point. Who knows how her head is?"

"I do, O'Brien; I heard the quarter-master tell the captain, S. W. by S. Southerly."

"Let me see," continued O'Brien, "variation 2 1-4, lee way—rather too large an allowance of that, I'm afraid; but however, we'll give her 2 1-2 points; the Diomede would blush to make any more, under any circumstances. Here—the compass—we 'll see;" and O'Brien advanced the parallel rule from the compass to the spot where the ship was placed on the chart. "Bother! you see it 's as much as she 'll do to weather the other point now, on this tack, and that 's what the captain meant when he told us we had more difficulty. I could have taken my oath that we were clear of every thing, if the wind held."

"See what the distance is, O'Brien," said Robinson. It was measured, and proved to be thirteen miles. "Only thirteen miles; and if we do weather, we shall do very well, for the bay is deep beyond. It 's a rocky point, you see, just by way of variety."

On deck the superior officers were in conversation with the captain, who had expressed the same fear that O'Brien had in our berth. The men, who knew what they had to expect—for this sort of intelligence is soon communicated through a ship—were assembled in knots looking very grave, but at the same time not wanting in confidence. They knew that they could trust to the captain, as far as skill or courage could avail them, and sailors are too sanguine to despair, even at the last moment. As for myself, I felt such admiration for the captain, after what I had witnessed that morning, that whenever the idea came over me, that in all probability I should be lost in a few hours I could not help acknowledging how much more serious it was that such a man should be lost to his country. I do not intend to say that it consoled me; but it certainly made me still more regret the chances with which we were threatened.

Before twelve o'clock, the rocky point which was so much dreaded was in sight, broad on the lee bow; and if the low sandy coast appeared terrible, how much more did this, even at a distance: the black masses of rock, covered with foam, which each minute dashed up in the air higher than our lower mast heads. The captain eyed it for some minutes in silence, as if in calculation.

"Mr. Falcon," said he, at last, "we must put the mainsail on her."

"She never can bear it, sir."

"She must bear it," was the reply. "Send the men aft to the main sheet See that careful men attend the buntlines."

The mainsail was set, and the effect of it upon the ship was tremendous. She careened over so that her lee channels were under the water, and when pressed by a sea, the lee side of the quarter deck and gangway were afloat. She now reminded me of a goaded and fiery horse, mad with the stimulus applied; not rising as before, but forcing herself through whole seas, and dividing the waves, which poured in one continual torrent from the forecastle down upon the deck below. Four men were secured to the wheel—the sailors were obliged to cling, to prevent being washed away—the ropes were thrown in confusion to leeward—the shot rolled out of the lockers, and every eye was fixed aloft, watching the masts, expected every moment to go over the side. A heavy sea struck us on the broadside, and it was some moments before the ship appeared to recover herself; she reeled, trembled and stopped her way as if it had stupified her. The first lieutenant looked at the captain, as if to say, "This will not do." "It is our only chance," answered the captain to the appeal. That the ship went faster through the water, and held a better wind, was certain; but just before we arrived at the point, the gale increased in force. "If any thing starts we are lost, sir," observed the first lieutenant again.

"I am perfectly aware of it," replied the captain, in a calm tone; "but as I said before, and you must now be aware, it is our only chance. The consequence of any carelessness or neglect in the fitting and securing of the rigging, will be felt now; and this danger, if we escape it, ought to remind us how much we have to answer for if we neglect our duty. The lives of a whole ship's company may be sacrificed by the neglect or incompetence of an officer when in harbor. I will pay you the compliment, Falcon, to say, that I feel convinced, that the masts of this ship are as secure as knowledge and attention can make them."

The first lieutenant thanked the captain for his good opinion, and hoped it would not be the last compliment which he paid him.

"I hope not too; but a few minutes will decide the point."

The ship was now within two cables length of the rocky point; some few of the men I observed to clasp their hands, but most of them were silently taking off their jackets, and kicking off their shoes, that they might not lose a chance of escape provided the ship struck. "'T will be touch and go indeed Falcon," observed the captain, (for I had clung to the belaying pins, close to them, for the last half hour, that the

mainsail had been set.) "Come aft, you and I must take the helm. We shall want nerve there, and only there now."

The captain and first lieutenant went aft, and took the fore spokes of the wheel, and O'Brien, at a sign made by the captain, laid hold of the spokes behind him. An old quarter-master kept his station at the fourth. The roaring of the seas on the rocks, with the howling of the wind, were dreadful; but the sight was more dreadful than the noise. For a few moments I shut my eyes, but anxiety forced me to open them again. As near as I could judge we were not twenty yards from the rocks at the time the ship passed abreast of them. We were in the midst of the foam, which boiled around us; and as the ship was driven nearer to them, and careened with the wave, I thought that our main yard-arm would have touched the rock; and at this moment a gust of wind came on, which laid the ship on her beam-ends, and checked her progress through the water, while the accumulated noise was deafening. A few moments more the ship dragged on, another wave dashed over her and spent itself upon the rocks, while the spray was dashed back from them, and returned upon the decks. The main rock was within ten yards of her counter, when another gust laid us on our beam ends, the foresail and mainsail split, and were blown clean out of the bolt ropes, the the ship righted, trembling fore and aft. I looked astern; the rocks were to windward on our quarter, and we were safe. I thought at the time, that the ship, relieved of her courses, and again lifting over the waves, was not a bad simile of the relief felt by us all at that moment; and, like her, we trembled as we panted with the sudden reaction, and felt the removal of the intense anxiety which oppressed our breasts.

The captain resigned the helm, and walked aft to look at the point, which was now broad on the weather quarter. In a minute or two, he desired Mr. Falcon to get new sails up and bend them, and then went below to his cabin. I am sure it was to thank God for our deliverance; I did most fervently, not only then, but when I went to my hammock at night. We were now comparatively safe; in a few hours completely so; for strange to say, immediately after we had weathered the rocks, the gale abated, and before morning we had a reef out of the topsails.

WRECK OF THE BRIG COMMERCE,

On the Western coast of Africa, August 28th, 1815, and the slavery and sufferings of the Crew on the Desert of Zahara. Compiled from the Narratives of Capt. Riley *and* Archibald Robbins.

There is not, perhaps, in the annals of shipwreck, a personal narrative more deeply distressing, or more painfully interesting, than that of Captain Riley. Were there not the most ample testimony to his excellent moral character and unimpeachable veracity, we might be led to withhold our belief from some parts of his narrative, on the simple ground that human nature on the one hand, was utterly incapable of inflicting, and on the other, of enduring, such hardships and sufferings as this gentleman and his poor shipwrecked companions had to undergo—sufferings which, as Capt. Riley truly says, have been as great and as various as ever fell to the lot of humanity.

The brig Commerce, commanded by Capt. James Riley, cleared from Middletown, Conn. on the 6th of May, 1815, bound to New Orleans, with the intention of taking in a freight at that place for a foreign market. She arrived at her destined port without any material accident, discharged her

cargo, and took in a freight for Gibraltar, at which place she arrived after a passage of forty five days.

The officers and crew at this time, consisted of James Riley, captain ; George Williams, chief mate ; Aaron R. Savage, 2d mate ; William Porter, Thomas Burns, James Clark, Archibald Robbins, John Hogan, and James Barrett, seamen ; Richard Delisle, a colored man, cook ; and an elderly man, by the name of Antonio Michael, who was taken on board at Gibraltar, to work his passage to New York.

On the 23d of August they set sail from Gibraltar for the Cape de Verd islands to complete the cargo with salt. The usual course from Gibraltar to these islands is, to run down and make the island of Madeira ; but Capt. Riley, wishing to make the voyage as expeditious as possible, run down between the Canary islands and the African coast. The weather at this time, being thick and foggy, they passed the Grand Canaries without discovering them. On the 28th of August, at meridian, it was noticed by the mate and crew, that the water was colored, indicating a near approach to land. This circumstance was mentioned to Capt. Riley, but he was of opinion that the appearance of the water was occasioned by the fog and thick weather, and continued his course to the S. W., sailing at the rate of ten knots an hour. At about 10 o'clock on the same evening, the brig ran ashore with such violence, as to prostrate the crew upon the deck. They immediately let go the sheet anchor, clewed down the sails, and used every exertion to save her. But her fate was decided, and their exertions vain.

The sea broke with tremendous power over the starboard quarter, and as the vessel was momentarily in danger of going to pieces, they broke open the hold, and exerted all their energy in filling small casks with water, from the larger ones, knowing that the dismal coast on which they were driven, was almost destitute of that indispensable necessary of life. They also secured what provisions they could, as the vessel was fast filling with water. At 12 o'clock they discovered the beach off the larboard bow, the weather having become sufficiently clear. They immediately cut away the larboard bulwark, and launched the boats Capt. Riley and William Porter jumped into the small boat, and carried a rope ashore, which they made fast by means of sticks which had floated there from the wreck. The men on board, then hauled the long boat under the larboard bow, and put into her two or three barrels of bread and some pork. They also threw over-

board, some barrels of water and wine which floated to the shore, and were secured. Two seamen got into the boat, and veering her by means of the rope fastened on board the brig, they approached the shore. The surf immediately filled her, and the men jumped overboard to save some of their wet provisions, and secured one barrel of bread wholly dry. Capt. Riley and three others were now on shore, but the long boat being bilged, and the small boat unable to stand the surf, they could not return to the wreck. Their companions on board in the meantime were heaving overboard chests, beds and every article that would float, that they could get at, and those on shore secured them as they floated within reach. Day light at length appeared. Capt. Riley hailed the mates who were both on board, ordering them to make fast one of the ropes that extended from the wreck to the shore, around his trunk which contained some specie. This being done, they dragged the trunk ashore.

The brig was now completely filled with water, and Capt. Riley ordered the masts to be cut away. The next consideration was, how the people on the wreck could be rescued from the imminent danger surrounding them. The rope that extended from the shore to the brig was loosened and made fast to the hawser, which was drawn to the shore, and made as fast as their slender means would admit. It was then high water. The brig lay about thirty rods from the shore, and between them the surf was rolling and roaring in a manner calculated to produce consternation and despair in the stoutest heart. Capt. Riley made signals to those on the wreck to come ashore on the hawser. He placed himself, together with the three men, at the hawser, as far in the water as they could stand, the surf all the while breaking over them. At length Hogan attempted the perilous passage; suspended upon the rope between two worlds, uncertain to which every returning surge might waft him, he approached the shore. Before he reached it, he was so much exhausted that he lost his hold,—a surf washed him within reach, and he was saved. In this way, one after another succeeded in getting safe to land, and found themselves, at sunrise, upon a coast containing a race of beings more merciless than the waves from which they had just escaped. For nearly a mile the beach was strewed with fragments of the valuable cargo. They hauled the boats from the surf, and gathered together the small amount of provisions and clothing which was strewed about. In the captain's trunk were two bags of specie containing about $1,000 each;

one of these was opened, and the money distributed among the men, to conceal about their persons ;—the other they buried in the sand.

About sunrise, their attention was attracted by the appearance of a human creature, at the distance of nearly half a mile, approaching them. As he discovered the wrecked articles and the wretched group, he manifested by his actions, the commotions of a mind agitated by the mingled operations of joy and fear. He came within twenty rods of them, and then by signs showed an intention of departing. Capt. Riley walked gently towards him, and by every sign that could be resorted to, endeavored to persuade him to come and take possession of some of the articles. After interchanging signs in token of peace, this horrible figure left them to reflect upon the adventure.

They proceeded to erect a tent from the spars, oars, and sails, which they had saved from the wreck, to secure their provisions and water ; scarcely thinking of any thing else from the peculiar perils of their situation. While busily engaged in this service the figure before mentioned reappeared, being joined by two aged females of the most frightful aspect, a boy, and two small girls, probably their children.

More terrible visages never presented themselves to the astonished eyes and agitated hearts of men. The gnashing teeth and opened mouth of the old man, stretching almost from ear to ear,—his long grey beard hanging down upon his breast,—his head, covered with long bushy hair, standing out in every direction, six or eight inches from his head,—the red and flashing eyes of the old women, their tushes projecting from their jaws, and the more mild, though terrible appearance of their ferocious brood, imparted feelings to the astonished mariners, better imagined than described. They broke open the chests, plundered the clothing, and proceeding towards the tent, were about to pillage their provisions and water, which the crew resolved to defend to the last extremity. They finally departed, and left the wretched party to take measures for their future escape or safety. Capt. Riley proposed repairing the long boat, by which they might be enabled to reach the Cape de Verd islands. The wind lulled a little in the afternoon and William Porter succeeded in reaching the wreck and procured a few nails and a marline-spike ; with which they worked upon the boat till it was quite dark.

Some of the natives had furnished them with fire, which enabled them to cook some salted pork, which, together with

bread and butter furnished them with the last meal they were to enjoy from the provisions saved from the wreck. A watch for the night was set, who were to give an alarm in case of the approach of the natives, and keep burning a guard fire.

"Night," says Capt. Riley, "had now spread her sable mantle over the face of nature, the savages had retired, and all was still, except the restless and unwearied waves, which dashed against the deserted wreck, and tumbled among the broken rocks a little to the eastward of us, where the high perpendicular cliffs, jutting out into the sea, opposed a barrier to their violence, and threatened, at the same time, inevitable and certain destruction to every ill fated vessel and her crew that should, unfortunately, approach too near their immovable foundations; these we had escaped only by a few rods. From the time the vessel struck to this moment, I had been so entirely engaged by the laborious exertions which our critical situation demanded, that I had no time for reflection; but it now rushed like a torrent over my mind, and banished from my eyes that sleep which my fatigued frame so much required. I knew I was on a barren and inhospitable coast; a tempestuous ocean lay before me, whose bosom was continually tossed and agitated by wild and furious winds, blowing directly on shore; no vessel or boat sufficient for our escape, as I thought it impossible for our shattered long-boat to live at sea, even if we should succeed in urging her through the tremendous surges that broke upon the shore, with such violence, as to make the whole coast tremble; behind us were savage beings, bearing the human form indeed, but in its most terrific appearance, whose object I knew, from what had already passed, would be to rob us of our last resource, our provisions; and I did not doubt, but they would be sufficiently strong in the morning, not only to accomplish what they meditated, but to take our lives also, or to seize upon our persons, and doom us to slavery, till death should rid us of our miseries.

"This was the first time I had ever suffered shipwreck. I had left a wife and five young children behind me, and on whom I doated, and who depended on me entirely for their subsistence. My children would have no father's, and perhaps no mother's care, to direct them in the paths of virtue, to instruct their ripening years, or to watch over them, and administer the balm of comfort in time of sickness; no generous friend to relieve their distresses, and save them from indigence, degradation, and ruin. These reflections harrowed

up my soul, nor could I cease to shudder at these imaginary evils, added to my real ones, until I was forced mentally to exclaim, 'Thy ways, great Father of the universe, are wise and just, and what am I! an atom of dust, that dares to murmur at thy dispensations.'"

The night passed slowly and tediously away, and in the morning the old man once more made his appearance, with additional reinforcements. He was armed with a spear of iron, about twelve feet long. This he balanced in his right hand above his head. He ordered them off to the wreck, pointing to a drove of camels, descending a hill to the eastward. They all fled to the boat, while Capt. Riley defended himself with a piece of spar, with the most consummate bravery.

As soon as they had reached the wreck, the Arabs commenced an indiscriminate plunder of every thing they wanted, occasionally brandishing their weapons and bidding defiance to the crew. They gathered up the trunks, chests, sea instruments, books and charts, consumed them in a pile, and stove all casks of water and wine that they could not carry off, and emptied the contents in the sand.

The sight of the deplorable situation of the crew now seemed to excite pity in the breasts of the savages. They came down to the water's edge, bowed themselves to the ground, and beckoned Capt. Riley to come on shore, making all the signs of peace and friendship they could. The men carried their arms up over the sand hills and returned without them. Seeing no possible chance of preserving their lives, in any other way but by the assistance of the natives, Capt. Riley descended on the hawser to the shore. He was immediately seized by two of the stoutest of the young men, who placed themselves on each side of him for safe-keeping. They grasped his arms like lions, and at that instant, the women and children presented their daggers, knives and spears at his breast. One of the Arabs seized hold of him by the throat, and with a scimetar at his breast gave him to understand there was money on board, and it must instantly be brought ashore. Capt. Riley hailed his men, and told them what the savages required: a bucket was accordingly sent on shore with about a thousand dollars. An old Arab instantly laid hold of it, and forcing Riley to accompany him, they all went behind the sand-hills to divide the spoil. In this situation he felt himself very uneasy, and in order to regain the beach, he made signs that there was still more money remaining in the ship. The

hint succeeded; and under the idea of getting it they allowed him again to hail his people; when, instead of money, he desired them to send on shore Antonio Michael (an old man they had taken in at Gibraltar), as the only possible means left for him of effecting his own escape. The Arabs finding, on his reaching the shore, that he had brought no money with him, struck him, pricked him with their sharp knives, and stripped him of all his clothes. Mr. Riley seized this opportunity of springing from his keepers, and plunged into the sea. On rising through the surf, he perceived the old Arab within ten feet of him, up to his chin in water, with his spear ready to strike him; but another surf rolling at that instant over him, saved his life, and he reached the lee of the wreck in safety. The remorseless brutes wreaked their vengeance on poor Antonio, by plunging a spear into his body, which laid him lifeless at their feet.

The wreck was, by this time, going rapidly to pieces; the long-boat writhed like an old basket. The crew had neither provisions nor water; neither oars nor a rudder to the boat; neither compass nor quadrant to direct their course; yet, hopeless as their situation was, and expecting to be swallowed up by the first surf, they resolved to try their fate on the ocean, rather than to encounter death from the relentless savages on shore. By great exertion, they succeeded in finding a water cask, out of which they filled four gallons into a keg. One of the seamen, Porter, stole on shore by the hawser, and brought on board two oars, with a small bag of money which they had buried, containing about four hundred dollars. They also contrived to get together a few pieces of salt pork, a live pig, weighing about twenty pounds, about four pounds of figs, a spar for the boat's mast, a jib, and a mainsail. Every thing being ready, the crew went to prayers; and the wind ceasing to blow, the boat was launched through the breakers.

"It had been my intention," says Capt. Riley, "after we had got to sea, to run down the coast in the hope of finding some vessel, or to discover the mouth of some river, in order to obtain a supply of water. But now the dangers and difficulties we should have to encounter in doing this were taken into consideration. If we tried to navigate along the coast, it was necessary to know our course, or we should be in imminent danger of being dashed to pieces on it every dark day, and every night. The thick foggy weather would prevent our seeing the land in the day time; whilst the wind, blowing al-

most direct on the land, would force us towards it, and endanger the safety of both the boat and our lives at every turning point. On the other hand, we reflected that we had escaped from savages who had already killed one of our shipmates, had gained the open sea through divine mercy, and could stand off to the westward without fear of being driven on shore. In this direction we might meet with some friendly vessel to save us, which was our only hope in that way, and the worst that could happen to us was to sink all together in the sea, or gradually perish through want of sustenance.

"Having considered and represented to my companions the dangers that beset us on every side, I asked their opinions one by one, and found they were unanimously in favor of committing themselves to the open sea in preference to keeping along the coast. The dangers appeared to be fewer, and all agreed that it was better to perish on the ocean, if it was God's will, than by the hands of the natives. There being a strong breeze, we stood off by the wind and rigged our jib. We now agreed to put ourselves upon allowance of one bottle of water and half a bottle of wine among eleven of us, and a slice of pork and two soaked and salted figs for each man. During this day, which was the 30th of August, 1815, we fitted waist cloths to go round above the gunwale of the boat, to prevent the sea from dashing over; they were from eight to ten inches broad, made from the brig's fore-staysail, and were kept up by small pieces of a board which we formed in the boat, so that they helped in some measure to keep off the spray. It had been cloudy all day, and the boat leaked faster than she had done before. As night came on the wind blew hard and raised the sea very high, but the boat was kept near the wind by her sails, and drifted broadside before it, smoothing the sea to the windward, and did not ship a great deal of water. On the 31st it became more moderate, but the weather was very thick and hazy. Our pig being nearly dead for the want of water, we killed it, taking care however to save his blood; which we divided amongst us and drank, our thirst having become almost insupportable. We also divided the pig's liver, intestines, &c. between us, and ate some of them, (as they were fresh) to satisfy, in some degree, our thirst. Thus this day passed away; no vessel was yet seen to relieve us; we had determined to save our urine for drink, which we accordingly did in empty bottles, and found great relief from the use of it: for being obliged to labor hard by turns to keep the boat above water, our thirst was much more severely felt than if

we had remained still. The night came on very dark and lowering; the sky seemed big with an impending tempest; the wind blew hard from the N. E. and before midnight the sea combed into the boat in such quantities as several times to fill her more than half full. All hands were employed in throwing out the water with hats and other things, each believing his final hour had at length arrived, and expecting that every approaching surge would bury him forever in a watery grave.

"The boat racked like a basket, letting in water at every seam and split; her timbers working out or breaking off; the nails I had put in while last on shore were kept from entirely drawing out, merely by the pressure of the water acting on the outside of the boat. Sharp flashes of lightning caused by heat and vapor shot across the gloom, rendering the scene doubly horrid. In this situation some of the men thought it was no longer of use to try to keep the boat afloat, as they said she must soon fill in spite of all their exertions. Having poured out our souls before our God and implored pardon for our transgressions, each one felt perfectly resigned to his fate: this was a trying moment, and my example and advice could scarcely induce them to continue bailing; whilst some of them, by thrusting their heads into the water, endeavored to ascertain what the pains of death were by feeling the effects the water would produce on their organs. Thus passed this night; all my exertions were necessary to encourage the men to assist me in bailing the boat, by reminding them of our miraculous escape from the savages, and through the surf to the open sea, and enforcing on their minds the consideration that we were still in the hands of the same disposing power, and that we ought not to suppose we were aided in escaping from the shore by a miracle to be abandoned here and swallowed up by the ocean; and that for my own part I still entertained hopes of our preservation; at any rate that it was a duty we owed to God and ourselves to strive to the latest breath to prevent our own destruction. Day came on amidst these accumulated horrors; it was the 1st of September; thirst pressed upon us, which we could only allay by wetting our mouths twice a day with a few drops of wine and water, and as many times with our urine.

"The wind continued to blow hard all this day, and the succeeding night with great violence, and the boat to work and leak in the same manner as before. Worn down with fatigues and long-continued hunger and thirst, scorched by the burn-

ing rays of the sun, and no vessel appearing to save us, our water fast diminishing, as well as our strength, every hope of succour by meeting with a vessel entirely failed me, so that in the afternoon of the 2d of September, I represented to my companions, that as we were still alive, after enduring so many trials, it was my advice to put about, and make towards the coast again; that if we continued at sea, we must inevitably perish, and that we could but perish in returning towards the land; that we might still exist four or five days longer, by means of the water and provisions that remained, and that it might be the will of Providence to send us on the coast where our vessel had been wrecked, and where means were perhaps prepared to bring about our deliverance and restoration to our country and our families. All seemed convinced that it was so, and we immediately put about with a kind of cheerfulness I had not observed in any countenance since our first disaster."

On the morning of the 7th they discovered land which again revived their drooping spirits. The coast appeared to be formed of perpendicular and overhanging cliffs, with no shelving shore to land on, and the surf breaking high among the rocks. Seeing a small spot which bore the appearance of a beach, they made for it, and were carried on the top of a tremendous wave high and dry on the shore. Behind them, in the track they came, fragments of rocks showed their craggy heads, over which the surf foamed as it retired with a dreadful roaring which made them feel that they had once more escaped destruction, as it were, by Divine interference.

On the next morning they set out from the place where they had been cast, which as it afterwards appeared was Cape Barbas, near Cape Blanco. They proceeded easterly, keeping close to the water's edge, as the land was nearly perpendicular, rising to a height of from five to six hundred feet. "At one place," says Capt. Riley, "we were obliged to climb along on a narrow ledge of rocks, between forty and fifty feet high, and not more than eight inches broad; those at our backs were perpendicular, and a little higher up, huge pieces that had been broken off from near the surface, and stopped on their way down by other fragments, seemed to totter, as if on a pivot, directly over our heads; while the least slip must have plunged us into the frightful abyss below, where the foaming surges would instantly have dashed us to pieces against the rocks. Our shoes were nearly all worn off; our feet were lacerated and bleeding; the rays of the sun beating on our emaciated bodies, heated them, we thought, nearly to dissolution; and

under these towering cliffs, there was not a breath of air to fan our almost boiling blood. I had, in crawling through one of the holes between the rocks, broke my bottle, and spilled the little water it contained, and my tongue cleaving to the roof of my mouth, was as useless as a dry stick, until I was enabled to loosen it by a few drops of my more than a dozen times distilled urine."

On the third day, after their landing, they encountered a large company of Arabs, who were watering their camels. The shipwrecked mariners bowed themselves to the ground with every mark of submissson, and by signs, implored their compassion, but in vain. The whole party were in an instant stripped naked to the skin, and the Arabs began to fight most furiously for the booty, and especially for getting possession of the prisoners. "Six or eight of them," says Capt. Riley, "were about me, one hauling me one way, and one another. The one who stripped Dick, the black man, and myself, stuck to us as his lawful property, signifying, 'you may have the others, these are mine.' They cut at each other over my head, and, on every side of me with their weapons, which fairly whizzed through the air within an inch of my naked body, and on every side of me, now hacking each other's arms apparently to the bone, then laying their ribs bare with gashes, while their heads, hands, and thighs, received a full share of cuts and wounds. The blood streaming from every gash, ran down their bodies coloring and heightening the natural hideousness of their appearance. I had expected to be cut to pieces in this dreadful affray, but was not injured

"Those who were not actually engaged in combat, seized the occasion, and snatched away the clothing in Dick's bundle, so that when the fight was over, he had nothing left but his master's blanket. This battle and contest lasted for nearly an hour—brother cutting brother, friend slashing friend. Happily for them, their scimitars were not very sharp, so that when they rubbed off the dried blood from their bodies afterwards with sand, their wounds were not so great or deep as I expected they would be, and they did not pay the least apparent attention to them. I had no time to see what they were doing with my shipmates; only myself and the cook were near each other.

"The battle over, I saw my distressed companions divided among the Arabs, and all going towards the drove of camels, though they were at some distance from me. We two were delivered into the hands of two old women, who urged us on

with sticks towards the camels. Naked and barefoot I could not go very fast, and showed the women my mouth, which was parched white as frost, and without a sign of moisture. When we got near the well, one of the women called for another, who came to us with a wooden bowl, that held, I should guess, about a gallon of water, and setting it on the ground, made myself and Dick kneel down and put our heads into it like camels. I drank I suppose half a gallon, though I had been very particular in cautioning the men against drinking too much at a time, in case they ever came to water. I now experienced how much easier it was to preach than to practise aright. They then led us to the well, the water of which was nearly as black and disgusting as stale bilge water. A large bowl was now filled with it, and a little sour camel's milk poured from a goat skin into it; this tasted to me delicious, and we all drank of it till our stomachs were literally filled. But this intemperance very soon produced a violent diarrhœa; the consequences of which, however, were not very troublesome, and as our situation was similar to that of a beast, being totally divested of clothing, all we cared about was to slake our unabating thirst, and replenish our stomachs by repeated draughts of this washy and unwholesome swill.

"We now begged for something to eat, but these Arabs had nothing for themselves, and seemed very sorry it was not in their power to give us some food. There were at and about the well I should reckon about one hundred persons, men, women, and children, and from four to five hundred camels, large and small. The sun beat very fiercely upon us, and our skins seemed actually to fry like meat before the fire. These people continued to draw water for their camels, of which the animals drank enormous quantities. It was about 10 o'clock A. M. as I judged by the sun, when one company of the Arabs having finished watering, separated their camels from among the others, and took Messrs. Williams, Robbins, Porter, Hogan, Barrett, and Burns, mounted them on the bare backs of the camels behind the hump, by the hair of which they were obliged to steady themselves and hold on, without knowing whither they were going, or if I should ever see them again. I took an affectionate leave of them. This their Arab masters permitted me to do without interruption, and could not help showing, at this scene, that the feelings of humanity were not totally extinguished in their bosoms. They then hurried them off, and ascending through the hollow or crevice towards the face of the desart, they were all soon out of sight.

"There remained with the party to which I belonged, Mr. Savage, Clark, Horace, and Dick the cook. Mr. Savage was permitted to retain an old Guernsey frock, and part of a pair of trowsers about his middle, which they had not pulled off: but the rest of us were entirely stripped.

"We were forced to walk and to drive the camels and keep them together, whilst the sand was so soft and yielding, that we sunk into it every step nearly to our knees. The blazing heat of the sun's rays darting on our naked bodies, and reflected from the sand we waded through; the sharp pointed craggy rocks and stones that cut our feet and legs to the bone, in addition to our excessive weakness which the dysentery had increased, rendered our passage up through this chasm or hollow much more severe than any thing of the kind we had before undergone, and nearly deprived us of life. For my own part I thought I must have died before I could reach the summit, and was obliged to stop in the sand, until by an application of a stick to my sore back by our drivers, I was forced up to its level; and there they made the camels lie down and rest.

"Having now selected five camels for the purpose, one for each of us, they put us on behind the humps, to which we were obliged to cling by grasping its long hair with both hands. The back bone of the one I was set on was only covered with skin, and as sharp as the edge of an oar's blade; his belly, distended with water, made him perfectly smooth, leaving no projection of the hips to keep me from sliding off behind, and his back or rump being as steep as the roof of a house, and so broad across as to keep my legs extended to their utmost stretch. I was in this manner slipping down to his tail every moment. I was forced however to keep on, while the camel, rendered extremely restive at the sight of his strange rider, was all the time running about among the drove, and making a most woful bellowing, and as they have neither bridle, halter, or any other thing whereby to guide or govern them, all I had to do was to stick on as well as I could.

"The heavy motions of the camel, not unlike that of a small vessel in a heavy head-beat sea, were so violent, aided by the sharp back bone, as soon to excoriate certain parts of my naked body; the inside of my thighs and legs were also dreadfully chafed, so that the blood dripped from my heels, while the intense heat of the sun had scorched and blistered our bodies and the outside of our legs, so that we were covered

with sores, and without any thing to administer relief. Thus bleeding and smarting under the most excruciating pain, we continued to advance in a S. E. direction on a plain flat hard surface of sand, gravel, and rock, covered with small sharp stones. It seemed as if our bones would be dislocated at every step. Hungry and thirsty, the night came on, and no indication of stopping; the cold night wind began to blow, chilling our blood, which ceased to trickle down our lacerated legs; but although it saved our blood, yet acting on our blistered skins, increased our pains beyond description. We begged to be permitted to get off, but the women paid no attention to our distress and entreaties, intent only on getting forward. We designedly slipped off the camels when going at a full trot, risking to break our necks by the fall, and tried to excite their compassion and get a drink of water, (which they call sherub) but they paid no attention to our prayers, and kept the camels running faster than before.

"This was the first time I had attempted to walk barefooted since I was a schoolboy: we were obliged to keep up with the camels, running over the stones, which were nearly as sharp as gun flints, and cutting our feet to the bone at every step. It was here that my fortitude and philosophy failed to support me; I cursed my fate aloud, and wished I had rushed into the sea before I gave myself up to these merciless beings in human forms—it was now too late. I would have put an immediate end to my existence, but had neither knife nor any other weapon with which to perform the deed. I searched for a stone, intending if I could find a loose one sufficiently large, to knock out my own brains with it; but searched in vain. This paroxysm passed off in a minute or two, when reason returned, and I recollected that my life was in the hand of the power that gave it, and that "the Judge of all the earth would do right." Then running with all my remaining might I soon came up with the camels, regardless of my feet and of pain, and felt perfectly resigned and willing to submit to the will of Providence and the fate that awaited me.

"From that time forward, through all my succeeding trials and sufferings, I never once murmured in my heart, but at all times kept my spirits up, doing the utmost to obey and please those whom fortune, fate, or an overruling Providence had placed over me, and to persuade, both by precept and practice, my unhappy comrades to do the same. I had, with my companions, cried aloud with pain, and begged our savage drivers for mercy, and when we had ceased to make a noise,

fearing, as it were, to lose us in the dark, they stopped the camels, and again placing us on them as before, drove them on at full speed until about midnight, when we entered a small dell or valley, excavated by the hand of nature, a little below the surface of the desart, about from fifteen to twenty feet deep. Here they stopped the camels, and made them lie down, bidding us to do the same. I judge we must have travelled forty miles this day to the S. E.: the place was hard and rocky, not even sand to lie on, nor any covering to shelter us or keep off the cold damp wind that blew strong from the sea.

"They soon set about milking, and then gave us each about a pint of pure milk, warm from the camels, taking great care to divide it for us; it warmed our stomachs, quenched our thirst in some measure, and allayed in a small degree the cravings of hunger. Mr. Savage had been separated from us, and I learned from him afterwards that he fared better than we did, having had a larger allowance of milk. Clark, Horace, and Dick the cook were still with me We lay down on the ground as close to each other as we could, on the sharp stones, without any lee to fend off the wind from us; our bodies all over blistered and mangled, the stones piercing through the sore naked flesh to the ribs and other bones. These distresses, and our sad and desponding reflections, rendered this one of the longest and most dismal nights ever passed by any human beings. We kept shifting berths, striving to keep off some of the cold during the night, while sleep, that had hitherto relieved our distresses and fatigues, fled from us in spite of all our efforts and solicitude to embrace it; nor were we able to close our eyes.

"On the morning of Sept 13th I saw Mr. Williams; he was mounted on a camel, and had been riding with the drove about three hours. I hobbled along towards him; his camel stopped, and I was enabled to take him by the hand—he was still entirely naked; his skin had been burned off; his whole body was so excessively inflamed and swelled, as well as his face, that I only knew him by his voice, which was very feeble. He told me he had been obliged to sleep naked in the open air every night; that his life was fast wasting away amidst the most dreadful torments; that he could not live one day more in such misery; that his mistress had taken pity on him, and anointed his body that morning with butter or grease, but, said he, 'I cannot live; should you ever get clear from this dreadful place, and be restored to your country, tell my dear

wife that my last breath was spent in prayers for her happiness. He could say no more; tears and sobs choked his utterance.

"His master arrived at this time, and drove on his camel, and I could only say to him, 'God Almighty bless you,' as I took a last look at him, and forgot, for a moment, while contemplating his extreme distress, my own misery. His camel was large, and moved forward with very heavy motions; as he went from me, I could see the inside of his legs and thighs—they hung in strings of torn and chafed flesh—the blood was trickling down the sides of the camel, and off his feet—'my God!' I cried, 'suffer us to live no longer in such tortures.'

"On the 21st Sept. two strangers arrived at the valley where we had encamped for the day, riding two camels loaded with goods. They came in front of my master's tent, and having made the camels lie down, they dismounted, and seated themselves on the ground opposite the tent, with their faces turned the other way. All the men had gone out in pursuit of plunder, carrying their arms with them. The women went out to see the strangers, carrying a large skin with a roll of tent cloth to make them a shelter;—The strangers rose and saluted them; the women returned their salutations, and after a few minutes conversation, they proceeded to unload the camels, and formed a tent of the sail cloth, for the accommodation of their visitors. On their return to our tent they informed me that Sidi Hamet had come with blankets and blue cloth to sell,—that he came from the Sultan's dominions, and that he could buy me and carry me there if he chose, where I might find my friends and kiss my wife and children.

"The morning after Sidi Hamet came towards our tent and beckoned me to go with him. We proceeded a little distance and sat down on the ground. I had by this time, learned so much of their language, that I could comprehend the general current of their conversation, by paying strict attention. He began to question me about my country, and the manner in which I had come there. I made him understand that I was an Englishman, and my vessel and crew were of the same nation. I found he had heard of that country, and I stated as well as I could the manner of my shipwreck—told him we were reduced to the lowest depth of misery; that I had a wife and five children in my own country, besides Horace, whom I called my eldest son, mingling with my story sighs and tears, and all the signs of affection and despair which these recollections and my present situation naturally called forth.

"I found him to be a very intelligent and feeling man—for although he knew no language but the Arabic, he comprehended so well what I wished to communicate, that he actually shed tears at the recital of my distresses, notwithstanding that, among the Arabs, weeping is regarded as a womanish weakness. He seemed to be ashamed of his own want of fortitude, and said that men who had beards like him, ought not to shed tears; and he retired, wiping his eyes.

"Finding I had awakened his sympathy, I thought if I could rouse his interest by large offers of money, he might buy me and my companions, and carry us up from the desart—so accordingly the first time I saw him alone, I went to him and begged him to buy me, and carry me to the sultan of Morocco or Marocksh, where I could find a friend to redeem me. He said no, but he would carry me to Swearah, describing it as a walled town and seaport. I told him I had seen the sultan, and that he was a friend to my nation. He then asked me many other questions about Mohammed Rassool. I bowed and pointed to the east, then towards heaven, as if I thought he had ascended there: this seemed to please him, and he asked me how much money I would give him to carry me up; upon which I counted over fifty pieces of stones, signifying I would give as many dollars for myself and each of my men. 'I will not buy the others,' said he, 'but how much more than fifty dollars will you give me for yourself, if I buy you and carry you to your friends?' I told him one hundred dollars. 'Have you any money in Swearah,' asked he by signs and words, 'or do you mean to make me wait till you get it from your country?' I replied that my friend in Swearah would give him the money so soon as he brought me there 'You are deceiving me,' said he. I made the most solemn protestations of my sincerity:—'I will buy you then,' said he, 'but remember, if you deceive me I will cut your throat,' (making a motion to that effect.) This I assented to, and begged of him to buy my son Horace also, but he would not hear a word about any of my companions, as it would be impossible, he said, to get them up off the desart, which was a great distance. 'Say nothing about it to your old master,' signified he to me, 'nor to my brother, or any of the others.' He then left me, and I went out to seek for snails to relieve my hunger. I saw Messrs. Savage and Hogan, and brought them with Clark near Sidi Hamet's tent, where we sat down on the ground. He came out to see us, miserable objects as we were, and seemed very much shocked at the sight. I told

my companions I had great hopes we should be bought by this man and carried up to the cultivated country—but they expressed great fears that they would be left behind. Sidi Hamet asked me many questions about my men—wished to know if any of them had died, and if they had wives and children. I tried all I could to interest him in their behalf, as well as my own, and mentioned to him my son, whom he had not yet seen." After considerable altercation, Sidi Hamet and his brother Seid finally succeeded in purchasing five of the unfortunate captives, viz: Capt. Riley, Savage, Clark, Burns, and Horace.

"The 26th was spent in preparing for our departure. We slaughtered a camel as provisions for the journey, and our master fitted us with sandals made of the camel's skin. They had, in the morning, given me a small knife which I hung to my neck in a case,—this they meant as a mark of confidence, and they also gave me charge of their stuff, the camels and slaves. I soon perceived, however, that although I had this kind of command, yet I was obliged to do all the work. My men were so far exhausted, that even the hope of soon obtaining their liberty could scarcely animate them to the least exertion.

"Sidi Hamet told me that in the morning we should start for Swearah, and that he hoped through the blessing of God, I should once more embrace my family; he then told me how much he had paid for each one of us—that he had expended all his property, and that, if I had not told him the truth, he was a ruined man—that his brother was a bad man, and had done all he could to prevent his buying us, but that he had at last consented to it, and taken a share.

"He next made me repeat, before his brother, my promises to him when we should arrive at Swearah, and my agreement to have my throat cut if my words did not prove true. At daylight on the morning of the 28th we were called up to load the camels. Sidi Hamet and Seid had two old ones on which they rode, and they had brought also a young one that had not been broke for riding. We were joined here by a young Arab named Abdallah: he had been Mr. Savage's master and owned a camel, and a couple of goat skins to carry water in; but these, as well as those of our masters were entirely empty. Sidi Hamet had a kind of pack saddle for each of his old camels; but nothing to cover the bones of his young ones. Having fitted them as well as he could, (for he seemed to be humane) he placed Mr. Savage, Burns, and Horace,

on the big one, and myself and Clark on the old one. Seid and Abdallah took their seats on the one which belonged to Abdallah, and Sidi Hamet mounted the young one himself to break him, sitting behind the hump on his bare back; and thus arranged and equipped, we set off on a full and long striding trot. It was about nine A. M. when we had mounted; and this trot had continued for about three hours, when we stopped a few minutes in a little valley to adjust our saddles. Here Sidi Hamet pulled out a check shirt from one of his bags and gave it me, declaring he had stolen it, and had tried to get another for Horace, but had not been able: 'put it on,' said he, 'your poor back needs a covering;' (it being then one entire sore.) I kissed his hand in gratitude, and thanked him and my Heavenly Father for this mercy. Clark, a day or two before, had got a piece of an old sail, that partly covered him—Burns had an old jacket, and Horace and Mr. Savage, a small goat skin added to their dress—so that we were all, comparatively, comfortably clad. We did not stop here long, but mounted again, and proceeded on our course to the E. S. E. on a full trot, which was continued till night; when, coming to a little valley, we found some thorn bushes and halted for the night.

"Here we kindled a fire, and our masters gave us a few mouthfuls of the camel's meat, which we roasted and ate. As we had drank no water for the last three days, except a very little of what we had taken from the camel's paunch, and which was now reduced to about four quarts, we, as well as our masters, suffered exceedingly for the want of it, and it was thereupon determined to make an equal distribution of it among the whole party; which was accordingly done with an impartial hand. This we, poor sufferers, made out to swallow, foul and ropy as it was, and it considerably relieved our parched throats; and then, finding a good shelter under a thornbush, notwithstanding our unabated pains we got a tolerable night's sleep."

They continued traveling in the desart, enduring all the miseries of hunger, thirst, and fatigue, until they reached Wadinoon. Here Sidi Hamet told Capt. Riley that he must write a letter to his friend at Swearah, giving him a scrap of paper, a reed, and some black liquor,—and that he would set out the next morning with it. Capt. Riley begged hard to be taken along with him; but he would not consent. He briefly wrote the circumstances of the loss of the vessel his captivity, &c. adding, "worn down to the bones by the

most dreadful of all sufferings—naked and a slave, I implore your pity, and trust that such distress will not be suffered to plead in vain." The letter was addressed to "the English, French, Spanish, or American Consuls, or any Christian merchants in Magadore."

They remained here seven days shut up in an enclosure with sheep, cows and asses, in the day time, and in the night they were locked up in a cellar. On the eighth day after the departure of Sidi Hamet, a Moor, (Rais bel Cossim) entered the enclosure bearing a letter from Mr. Willshire, communicating the thrice happy intelligence, that he would advance the sum of one thousand dollars to redeem them from slavery; and that Sidi Hamet had remained with him as a hostage for their safe arrival. He also forwarded them a present of clothes, provisions and spirits that they might enjoy a foretaste of returning liberty.

"My feelings," says Capt. Riley, "on reading this letter may perhaps be conceived, but I cannot attempt to describe them; to form an idea of my emotions at that time, it is necessary for the reader to transport himself in imagination to the country where I then was, also a wretched slave, and to fancy himself as having passed through all the dangers and distresses that I had experienced; reduced to the lowest pitch of human wretchedness, degradation and despair, a skinless skeleton, expecting death at every instant, then let him fancy himself receiving such a letter from a perfect stranger, whose name he had never before heard, and from a place where there was not an individual creature that had ever before heard of his existence, and in one of the most barbarous regions of the habitable globe: let him receive at the same time clothes to cover and defend his naked, emaciated, and trembling frame, shoes for his mangled feet, and such provisions as he had been accustomed to in his happier days—let him find a soothing and sympathizing friend in a barbarian, and one who spoke perfectly well the language of a Christian nation; and with all this, let him behold a prospect of a speedy liberation, and restoration to his beloved family:—here let him pause, and his heart must, like mine, expand near to bursting with gratitude to his all-wise and beneficent Creator, who had upheld his tottering frame, and preserved in his bosom the vital spark, while he conducted him, with unerring wisdom and goodness, through the greatest perils and sufferings, by a continued miracle, and now prepared the heart of a stranger to accomplish what had been before determined."

The Moor, Rais bel Cossim, Sidi Mohammed, and Seid their master, then took charge of them to conduct them to Swearah. Mules were provided for the purpose, and as soon as they were on the road, Rais bel Cossim begged of Capt. Riley to give him an account of their misfortunes and sufferings, and by what miracle their lives had been preserved.

"I satisfied his curiosity," says Capt. Riley, "as well as I could, by a short narration of the most prominent occurrences. When I had finished, he raised his eyes towards heaven with an air and expression of true devotion, and exclaimed in Spanish, 'Praised be God, the most high and holy! for his goodness:' then addressing himself to me, he remarked, 'You have indeed been preserved most wonderfully by the peculiar protection and assistance of an overruling Providence, and must be a particular favourite of heaven: there never was an instance (added he) of a Christian's passing the great desart for such a distance before, and you are no doubt destined to do some great good in the world; and may the Almighty continue to preserve you, and restore you to your distressed family. Sidi Hamet (added he) admired your conduct, courage, and intelligence, and says they are more than human—that God is with you in all your transactions, and has blessed him for your sake.' I mention this conversation to show the light in which my master had viewed me, and this will account for the interest he took in my restoration to liberty, over and above his motives of gain.

"We traveled on in a south-east direction through a very sandy country, with however here and there a small rising, and a few cultivated spots, for about five hours, at the rate of five miles an hour, when we came opposite the shattered walls of a desolate town or city that stood not far from our path on the right. These walls appeared to enclose a square spot of about three hundred yards in extent on each side, and they seemed to be at least fifteen feet in height. They were built of rough stones, laid in clay or mud, and daubed over with the same material. On the north side, there was a gateway handsomely arched over with stone, and furnished with a strong heavy-looking wooden gate that was now shut. Over the gate there appeared to be a platform for the purpose of defending the gate, for the wall was not quite so high in that part as elsewhere. Two battering machines were standing against the western angle of the wall, opposite to which a large practicable breach had been made by means of one of those machines. They were both very simple in their structure, but calculated to be very powerful in their effects.

The ground about the breach and near the gate was strewed over with dry human bones; and my curiosity being much excited to know the history of this melancholy scene of carnage and desolation, I requested Rais to communicate to me the particulars; but not being, it seems, acquainted with them himself, he applied to Sidi Mohammed on the subject, who thereupon gave the following relation, while Rais translated into Spanish for me such parts as I did not perfectly understand in Arabic, by which means I was enabled thoroughly to comprehend the whole narrative.

SACKING OF A WALLED TOWN BY THE WANDERING ARABS.

"That city (said Mohammed,) was built by *Omar Raschid*, about forty years ago; he named it *Widnah*. He was a very brave and pious man: and the number of his family and friends, consisting at first of no more than five hundred souls, when the city was built, increased so rapidly, that in a few years they amounted to several thousands: they planted those fig, date, pomegranate, olive, and other trees which you now see near the walls; they cultivated the fields round about, and made gardens; had abundance of bread, beasts, and cattle of every kind, and became exceedingly rich and great, for God was with them. In all their transactions, they were respected, loved, and feared by all their neighbours, because they were wise and just. This man was called *Omar el Milliah*, (or Omar the good;) he was my best friend when living, (said Sidi) and helped me when I was very low in the world, but the best men have enemies—so it was with

Omar; he had an inveterate enemy from his youth, who lived among the mountains to the southward of this city, whose name was *Sheick Sulmin.* This Sheick, about twenty years ago, came down with a great host and invested the city of Omar, but Omar taking advantage of the darkness of the night, sallied out of his city at a private passage, with all his forces, and falling upon his besiegers unawares, killed a great number, and put the remainder to a shameful flight—from that time until the time of his death, (which happened two years ago) he enjoyed a profound peace on every side. After Omar's death, his eldest son, *Muley Ismael,* (for he caused himself to be called a prince) took upon him the government of the city. He was a very effeminate man, entirely devoted to sensual pleasure, and had a great number of wives and concubines. The people had long enjoyed a profound peace, and confided in their strength; when about a year ago one of the brothers of Ismael, named *Kesh-bah,* who was very ambitious, and being fired with resentment at the conduct of Muley Ismael, in taking away from him his betrothed wife, left the city, and repaired to the mountains, where having found his father's old enemy still living, he stirred him up to war against the city. The old Sheick soon collected a powerful army of hungry and rapacious Arabs on the borders of the desart, and came down the mountains, bringing on their camels the battering machines you now see standing there. When this host approached the city, it was in the dead of the night, and all within were asleep; they dwelt carelessly and dreamed of no harm; and felt so secure, that they did not even keep a watch. The Sheick and his host drew near the walls in perfect silence, and raised their battering machines undiscovered: it was now near daylight, when both machines were put in operation at the same instant, and the gate was also attacked by means of large stones hung from the upper extremities of long poles by ropes, which poles stood up on end, and were managed by the hands of the Arabs. The first strokes against the walls and gate, shook them to their very foundations, and awakened the slothful inhabitants, who flew to the walls in order to make a defence; but it was too late; the enemy were thundering against them; all was confusion within; those who attacked the gate were repulsed with great slaughter by those who mounted the platform over it, but the walls were already shattered to pieces, and the assailants entered the breaches over heaps of their dead and dying enemies.

It was now daylight, and an indiscriminate slaughter of the inhabitants ensued; all was blood and carnage; every male was put to death, except two, who escaped over the wall to carry tidings of the fate of the town to their friends and neighbors. All the women and children shared the same fate, except two hundred virgins, who were spared for the use of the conquerors. They next plundered the slain of their clothing and ornaments; gathered up their spoil, and drove off the oxen, sheep, camels, &c. and departed, leaving the city a heap of ruins, covered with the man-

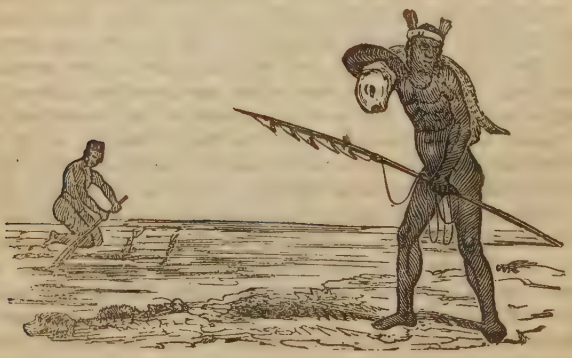
gled carcasses of its once highly favored inhabitants ; they were in such haste as to leave the battering machines standing, and made off by way of the plain southward. The inhabitants of the neighboring towns soon collected, and pursuing them with great vigor, came up with them on the side of the mountain the next morning, while the invaders sending forward their spoils, took a station in a steep narrow pass, and prepared for battle. It was a very long and bloody fight, but Sulmin's men rolled down great stones from the precipices upon their pursuers, who were at last forced to retreat, leaving about half their number dead and wounded on the ground.

Sidi Ishem, a very powerful prince, had in the mean time heard the news, and assembled a very large army, and pursued the enemy by another way ; but they had fled to the desart, and could not be overtaken. The dead bodies in and about the city had become so putrid before the pursuit was over, that none could approach to bury them, and they were devoured by dogs, and wild beasts, and birds of prey. They had offended the Almighty by their pride, and none could be found to save them Thus perished Widnah and its haughty inhabitants."

They continued their journey without any material interruption, until they arrived in the vicinity of Mogadore or Swearah. " Here, our deliverer," says Capt. Riley, " who had received news of our coming, dismounted from his horse, and was prepared to behold some of the most miserable objects his imagination could paint—he led his horse along the south angle and near the wall : Rais was by his side when opening past the corner, I heard Rais exclaim, in Spanish, " Alla estan" —" there they are :"—at this sound we looked up and beheld our deliverer, who had at that instant turned his eyes upon us. He started back one step with surprise. His blood seemed to fly from his visage for a moment, but recovering himself a little, he rushed forward, and clasping me to his breast, he ejaculated, ' Welcome to my arms, my dear Sir; this is truly a happy moment.' He next took each of my companions by the hand, and welcomed them to their liberty, while tears trickled down his manly cheeks and the sudden rush of all the generous and sympathetic feelings of his heart nearly choked his utterance : then raising his eyes towards heaven, he said, 'I thank thee, great Author of my being for thy mercy to these my brothers.'—He could add no more ; his whole frame was so agitated, that his strength failed him, and he sunk to the ground. We, on our part, could only look up towards heaven in silent adoration, while our hearts swelled with indescribable sensations of gratitude and love to the all

wise, all powerful, and ever merciful God of the universe, who had conducted us through so many dreadful scenes of danger and suffering; had controled the passions and disposed the hearts of the barbarous Arabs in our favour, and had finally brought us to the arms of such a friend. Tears of joy streamed from our eyes, and Rais bel Cossim was so much affected at this interview, that in order to conceal his weeping, he hid himself behind the wall; for the Moors, as well as the Arabs, hold the shedding of tears to be a womanish and degrading weakness. After a short pause, when Mr. Willshire had in some measure recovered, he said, 'Come, my friends, let us go to the city; my house is already prepared for your reception.'—The mules were led up, and we were again placed on them and rode off slowly towards Mogadore."

Mr. Willshire conducted them to his house, on their arrival at Mogadore, had them all washed, clothed, and fed, and spared no pains nor expense in procuring every comfort, and in administering with his own hand, night and day, such refreshment as their late sufferings and debility required. Of the miserable condition to which these unfortunate men had been reduced, one act will witness. "At the instance of Mr. Willshire," says Capt. Riley, "I was weighed, and fell short of ninety pounds though my usual weight for the last ten years had been over two hundred pounds; the weight of my companions was less than I dare to mention, for I apprehend it would not be believed that the bodies of men, retaining the vital spark, should not have weighed forty pounds!"



THE SPANISH WRECK.

About the year 1683, Sir William Phipps, afterwards celebrated for his attempts to take Quebec, in 1690, applied to the English Government for aid and permission to fit out a suitable vessel for the purpose of searching for the wreck of a Spanish ship which had been lost near one of the West India Islands, richly laden with silver. His request, after some delay, was granted, and a frigate called Algier Rose, carrying eighteen guns and manned with ninety-five men, was placed under his command. He arrived in New England the same year and proceeded forthwith to the place where the treasure was reported to have been lost. He encountered many difficulties in his voyage and came nigh, more than once, losing his life by the mutiny of his crew. It is reported of him that while his ship lay by an island, for the purpose of enabling his men to take on board a fresh supply of wood and water, they agreed among themselves to take the ship into their own hands, and make a piratical expedition into the South Seas. They were all on the island with the exception of Captain Phipps and eight or ten of the crew. Among these was the carpenter, whose services they could not well dispense with, and they accordingly sent to the ship, requesting him to come to them, as they had something for him to do. No sooner had he come among them, than they disclosed to him the cruel project, which was to set the Captain, and the above named eight or ten men upon the island, and then leave them to perish, while they would take the ship into their own hands and perform the proposed voyage. They gave the carpenter half an hour to consider of the subject, whether he would join with them or not, and sent him back accompanied by a seaman to prevent any interview between him and the Captain, by which a disclosure could be made. While at work on the ship, he suddenly feigned an attack of the cholic, and rushed into the cabin for the purpose of obtaining relief, and while there, gave the Captain an account of the determination of his crew. He directed the carpenter to return upon the island, and give his consent to join the conspiracy.

When the carpenter had left the ship, the Captain ordered the men on board, to prepare the pieces for action, removed

the plank by which a landing had been effected, and ordered them not to permit any one of those, save the carpenter, to approach the ship. A quantity of provisions had been carried on shore and covered with a tent, and two or three guns placed near to protect them from the Spaniards who might be passing that way: these guns were all charged, ready to be made use of in the event of an attack from the conspirators. The disaffected part of the crew now returned to the ship for the purpose of executing their plans. No sooner had they come in sight, than the captain ordered them not to approach, saying to them that their intentions had been discovered, and that they were to be left upon the island, there to remain and perish. Seeing how hopeless their condition was become, they gathered courage from despair, and resolved to rescue the provisions from the ship, and began to make a bold push. As soon as they began to approach, the captain in a resolute manner, cried out, "stand off, ye wretches, at your peril!"— They quietly relinquished their determination to attack, and fell upon their knees, imploring pardon, and offered to comply with any disposal he might make of them, provided he would receive them on board. After having kept them on their knees long enough, he granted their petition and received them into the ship, and sailed immediately for the island of Jamaica, there put them on shore, and employed other seamen in their place.

He now commenced an examination for the wreck, and after spending a long time in an almost fruitless search, sailed for England. By the advice, however, of an old Spaniard, he had satisfied himself of the prospect of succeeding in accomplishing his object, and determined to return again and prosecute his plan. His crew being composed of strangers, made him think it advisable to change them for others in whom he could have greater confidence in the event his labors should be crowned with success.

On his return to England, his conduct gained the royal approbation, and the applause of the nobles, and many distinguished men encouraged him to engage in a second expedition and under more favorable and promising circumstances.

His prospect was opposed, however, by many powerful enemies; but, prompted by the proverb, "he who can wait, hath what he desireth," he overcame every obstacle and disappointment, and, under the patronage of the Duke of Albemarle, had a new ship fitted out with a more honest crew, furnished with instruments and conveniences suited to the nature

of the expedition. Arriving at Port de la Plata, he made a large canoe from the cotton tree sufficient to carry eight men, and with the old Spaniard for a guide, again commenced examination for the wreck. There they floated about, fishing for their treasure among dangerous reefs and shoals for many weeks without success. So fruitless was the search that more than once had he, as well as his men, determined to abandon the work. At length, when returning to the ship, discouraged by repeated disappointment, and the hopelessness of a successful issue of the project, one of the men looking into the water discovered a feather, as he thought, growing out of a rock. Thinking that they would not go back to the Captain without something to present him, they ordered an Indian to dive down and bring it up, which having done, he gave an account of many large guns which he saw in his descent. The diver again went down, and, to the joy and astonishment of the men, returned with a sow or lump of silver, which turned out to be worth from ten to twelve hundred dollars. They buoyed the place and returned to the Captain overjoyed with with their good fortune, as it was well known that the wreck was one of the ships belonging to the king in Spain, which had been lost on a returning voyage from South America richly laden with silver bullion. The loss of the ship is supposed to have happened about the year 1637, and the immense treasures which was reported to have been sunk with her were often made the subject of ingenious speculation, and many had sunk their own fortunes in efforts to find it. It was reserved, however, in the silent depths, that Capt. Phipps might be the fortunate finder of it at so late a period after its loss. He now found in the bullion brought to him full assurance that destiny had allotted to him to "suck of the abundance of the seas and of treasures hid in the sand."

Having prepared his instruments for fishing up the contents of the wreck, all hands were now busily employed in the work, and in a short time they succeeded in procuring the astonishing amount of THIRTY-TWO TONS OF SILVER. In addition to this Captain Adderly, an adventurer from Providence, and a particular friend of Captain Phipps, obtained six tons more from the same wreck at the same time. It was by an agreement that Adderly met Phipps at the place of the wreck with a small vessel. He was so overjoyed with the extent of his riches and so elated at such unlooked for acquisitions, that he lived but a little while to enjoy them. It is said that he went to the island of Bermudas where he became insane, and died about

two years after the six tons of silver came into his hands. Phipps, however, made a more profitable account of the expedition, and lived to enjoy the proceeds of it without prejudice to his health or destruction of his mind. In a few weeks after leaving the wreck, he arrived safe in London, in 1687, with a cargo valued at near fifteen hundred thousand dollars. He made an honest distribution of it among those who aided him in fitting him out with a vessel and proper conveniences, and received about seventy five thousand dollars for his share of the profits. The Duke of Albemarle, out of respect to his honesty and fidelity, presented his wife, who was then in New England, a gold cup worth "near a thousand pounds." And King James as a reward for his important services in bringing such amount of property into the country conferred on him the honor of knighthood.

Sir William Phipps was born February 2, 1650, at a despicable plantation on the river Kennebeck. He removed to Boston where he married a daughter of Roger Spencer, and pursued the business of a smith, which was the occupation of his father. It is said that he frequently promised his wife that he would one day command a King's ship and be the owner of a fair brick house in the Green lane of North Boston, all which proved true, for after the discovery of the wreck, he returned into New England, in the summer of the year 1688, "able after five year's absence, to entertain his lady with some accomplishment of his predictions: and then built himself a fair house in the very place which he foretold."

Sir William Phipps was industrious, courageous, and persevering; his principal fault was, occasionally indulging his temper. This failing he did not overcome until late in life. It is this day said by the very aged people living at the north part of Boston, where he resided, that when he was governor of Massachusetts, he had a quarrel with a truckman, at which time he was in so great passion, that he threw off his coat and dared the man to fight. After this, however, he became very serious and devout, when he joined the Church, made a written acknowledgement of his past errors, and in terms of deep humility, gave evidence of a pious mind.

Phipps was made "Captain General and commander-in-Chief of Massachusetts Bay," in 1690.

The Brick House which he built stands in Salem street and is improved as an asylum for orphan boys.

THE FATAL REPAST

We had been nearly five weeks at sea, when the captain found, by a nautical observation, that we were within one hundred and thirty miles of the north side of Jamaica. Favorable winds and smooth seas had hitherto been our constant attendants, and every thing on board conspired to render the confinement and monotony of a long voyage less annoying than they usually are. The cabin passengers consisted of Major and Mrs. L——, a new-married couple; Miss P——, sister to the latter; Mr. D——, a young Irishman, and myself. Our captain was a man of pleasing manners and liberal ideas, and formed an important acquisition to our party, by joining in all its recreations, and affording every facility to the indulgence of them. Much of our time was spent in conversation, and in walking on deck; and as the dews of evening obliged us to descend to the cabin, the captain would often entertain us with a relation of the various dangers which he and other persons had encountered at sea, or detail, with great gravity, some of the prevailing superstitions of sailors.

Athough he possessed more general information than usually falls to the lot of seafaring persons, his mind was tinctured with some of their weaknesses and prejudices. The ladies of our party had a great taste for natural history, and wished to obtain specimens of all the most interesting kinds of sea-birds. They had several times requested the captain to shoot one of Mother Carey's chickens, that they might take a drawing from it; however, he always declined doing so, but never gave any satisfactory reason for his unwillingness to oblige them in this respect. At last, Mr. D—— killed two of the birds, after having several times missed whole flocks of them. The captain seemed very much started when he saw the animals drop on the waves;—"Will you have the goodness to let down the boat to pick up the game?" said Mr. D——. "Yes, sir," replied he, "if you 'll go off in her, and never return on board this vessel—Here is a serious business—Be assured we have not seen the end of it." He then walked away without offering to give any orders about lowering the boat; and the seamen, who witnessed the transaction, looked as if they would not have obeyed him had he even done so.

Though we saw no land, every thing proved that we were in the West India seas. The sky had, within a few days, began to assume a more dazzling aspect, and long ranges of conical shaped clouds floated along the horizon. Land birds, with beautiful plumage, often hovered round the vessel, and we sometimes fancied we could discover a vegetable fragrance in the breezes that swelled our sails.

One delightful clear morning, when we were in hourly expectation of making the land, some dolphin appeared astern. As the weather was very moderate, the captain proposed that they should fish for them; and a great many hooks were immediately baited for that purpose by the seamen. We caught large quantities of dolphin, and of another kind of fish, and put the whole into the hands of the steward, with orders that part should be dressed for dinner, and part distributed among the crew.

When the dinner-hour arrived, we all assembled in the cabin, in high spirits, and sat down to table. It being St. George's day, the captain who was an Englishman, had ordered that every thing should be provided and set forth in the most sumptuous style, and the steward had done full justice to his directions. We made the wines, which were exquisite and abundant, circulate rapidly, and every glass increased our gaiety and good humor, while the influence of our mirth rendered the ladies additionally amusing and animated. The captain remarked, that as there were two clarionet players among the crew, we ought to have a dance upon the quarter-deck at sunset. This proposal was received with much delight, particularly by the females of our party; and the captain had just told the servant in waiting to bid the musicians prepare themselves, when the mate entered the cabin, and said, that the man at the helm had dropped down almost senseless, and that another of the crew was so ill that he could scarcely speak.

The captain, on receiving this information, grew very pale, and seemed at a loss what to reply. At last, he started from his chair, and hurried up the gangway. Our mirth ceased in a moment, though none of us appeared to know why; but the minds of all were evidently occupied by what they had just heard, and Major L—— remarked, with faultering voice, that seamen were very liable to be taken suddenly ill in hot climates.

After a little time, we sent the servant to inquire what was going forward on deck. He returned immediately, and informed us that the two sailors were worse, and that a third

had just been attacked in the same way. He had scarcely said these words, when Mrs. L—— gave a shriek, and cried out that her sister had fainted away. This added to our confusion and alarm; and the Major and Mr. D—— trembled so, that they were hardly able to convey the young lady to her state-room.

All conversation was now at an end, and no one uttered a word till Mrs. L—— returned from her sister's apartment. While we were inquiring how the latter was, the captain entered the cabin in a state of great agitation. "This is a dreadful business," said he. "The fact is—it is my duty to tell you—I fear we are all poisoned by the fish we have eaten —One of the crew died a few minutes since, and five others are dangerously ill."

"Poisoned! my God! Do you say so? Must we all die?" exclaimed Mrs. L——, dropping on her knees. "What is to be done?" cried the Major distractedly; "are there no means of counteracting it?"—"None that I know of," returned the captain. "All remedies are vain. The poison is always fatal, except—but I begin to feel its effects—support me—can this be imagination?" He staggered to one side, and would have fallen upon the floor, had not I assisted him. Mrs. L——, notwithstanding his apparent insensibility, clung to his arm, crying out, in a tone of despair, "Is there no help—no pity —no one to save us?" and then fainted away on her husband's bosom, who, turning to me, said, with quivering lips, "You are a happy man; you have nothing to imbitter your last moments—Oh, Providence! was I permitted to escape so many dangers, merely that I might suffer this misery?"

Mrs. L—— soon regained her senses, and I endeavored to calm her agitation by remarking, that we might possibly escape the fatal influence of the poison, as some constitutions were not so easily affected by it as others. "Is there then a little hope?" she exclaimed. "Oh! God grant it may be so! How dreadful to die in the midst of the ocean, far from friends and home, and then to be thrown in the deep!"—"There is one thing," said the captain, faintly, "I was going to tell you, that—but this sensation—I mean a remedy."—"Speak on," cried the major, in breathless suspense. "It may have a chance of saving you," continued the former; "you must immediately"—He gave a deep sigh, and dropped his head upon his shoulder, apparently unable to utter a word more. "Oh, this is the worst of all!" cried Mrs. L—— in agony; "he was on the point of telling us how to counteract the effects of

the poison—Was it heavenly mercy that deprived him of the power of speech? Can it be called mercy?"—"Hush, hush! you rave," returned her husband. "We have only to be resigned NOW—Let us at least die together."

The crew had dined about an hour and a half before us, and consequently felt the effects of the poison much earlier than we did. Every one, however, now began to exhibit alarming symptoms. Mr. D—— became delirious; the major lay upon the cabin floor in a state of torpidity; and the captain had drowned all sense and recollection by drinking a large quantity of brandy. Mrs. L—— watched her husband and her sister alternately, in a state of quiet despair.

I was comparatively but little affected, and therefore employed myself in assisting others until they seemed to be past all relief, and then sat down, anticipating the horrid consequences which would result from the death of the whole ship's company.

While thus occupied, I heard the steersman call out,—"Taken all aback here." A voice, which I knew to be the mate's immediately answered, "Well, and what 's that to us? Put her before the wind, and let her go where she pleases." I soon perceived, by the rushing of the water, that there was a great increase in the velocity of the ship's progress, and went upon deck to ascertain the cause.

I found the mate stretched upon the top of the companion, and addressed him, but he made no reply. The man at the helm was tying a rope round the tiller, and told me he had become so blind and dizzy, that he could neither steer, nor see the compass, and would therefore fix the rudder in such a manner, as would keep the ship's head as near the wind as possible. On going forward to the bows, I found the crew lying motionless in every direction. They were either insensible of the dangerous situation in which our vessel was, or totally indifferent to it; and all my representations on this head failed to draw forth an intelligible remark from any of them. Our ship carried a great press of canvass, the lower studding sails being set, for we had enjoyed a gentle breeze directly astern, before the wind headed us in the way already mentioned.

About an hour after sunset, almost every person on board seemed to have become worse. I alone retained my senses unimpaired. The wind now blew very fresh, and we went through the water at the rate of ten knots an hour. The night looked dreary and turbulent. The sky was covered with

large fleeces of broken clouds, and the stars flashed angrily through them, as they were wildly hurried along by the blast The sea began to run high, and the masts showed, by their incessant creaking, that they carried more sail than they could well sustain.

I stood alone abaft the binnacle. Nothing could be heard above or below deck, but the dashing of the surges, and the moaning of the wind. All the people on board were to me the same as dead; and I was tossed about, in the vast expanse of waters, without a companion or fellow-sufferer. I knew not what might be my fate, or where I should be carried. The vessel, as it careered along the raging deep, uncontrolled by human hands, seemed under the guidance of a relentless demon, to whose caprices its ill-fated crew had been mysteriously consigned by some superior power.

I was filled with dread lest we should strike upon rocks, or run ashore, and often imagined that the clouds which bordered the horizon were the black cliffs of some desolate coast. At last, I distinctly saw a light at some distance—I anticipated instant destruction—I grew irresolute whether to remain upon deck, and face death, or to wait for it below. I soon discovered a ship a little way ahead—I instinctively ran to the helm, and loosed the rope that tied the tiller, which at once bounded back, and knocked me over. A horrible crashing, and loud cries, now broke upon my ear, and I saw that we got entangled with another vessel. But the velocity with which we swept along, rendered our extrication instantaneous; and, on looking back, I saw a ship, without a bowsprit, pitching irregularly among the waves, and heard the rattling of cordage, and a tumult of voices. But, after a little time, nothing was distinguishable by the eye or by the ear. My situation appeared doubly horrible, when I reflected that I had just been within call of human creatures, who might have saved and assisted all on board, had not an evil destiny hurried us along, and made us the means of injuring those who alone were capable of affording us relief.

About midnight, our fore top-mast gave way, and fell upon deck with a tremendous noise. The ship immediately swung round, and began to labor in a terrible manner, while several waves broke over her successively.

I had just resolved to descend the gangway for shelter, when a white figure rushed past me with a wild shriek, and sprung overboard. I saw it struggling among the billows, and tossing about its arms distractedly, but had no means of affording

it any assistance. I watched it for some time, and observed its convulsive motions gradually grow more feeble; but its form soon became undistinguishable amidst the foam of the bursting waves. The darkness prevented me from discovering who had thus committed himself to the deep, in a moment of madness, and I felt a strong repugnance at attempting to ascertain it, and rather wished it might have been some spectre, or the offspring of my perturbed imagination, than a human being.

As the sea continued to break over the vessel, I went down to the cabin, after having closely shut the gangway doors and companion. Total darkness prevailed below. I addressed the captain and all my fellow passengers by name, but received no reply from any of them, though I sometimes fancied I heard moans and quick breathing, when the tumult of waters without happened to subside a little. But I thought that it was perhaps imagination, and that they were probably all dead. I began to catch for breath, and felt as if I had been immured in a large coffin along with a number of corpses, and was doomed to linger out life beside them. The sea beat against the vessel with a noise like that of artillery, and the crashing of the bulwarks, driven in by its violence, gave startling proof of the dangers that threatened us. Having several times been dashed against the walls and transoms of the cabin by the violent pitching of the ship, I groped for my bed, and lay down in it, and, notwithstanding the horrors that surrounded me, gradually dropped asleep.

When I awaked, I perceived, by the sunbeams that shone through the skylight, that the morning was far advanced. The ship rolled violently at intervals, but the noise of wind and waves had altogether ceased. I got up hastily, and almost dreaded to look round, lest I should find my worst anticipations concerning my companions too fatally realized.

I immediately discovered the captain lying on one side of the cabin quite dead. Opposite him was Major L——, stretched along the floor, and grasping firmly the handle of the door of his wife's apartment. He looked like a dying man, and Mrs. L——, who sat beside him, seemed to be exhausted with grief and terror. She tried to speak several times, and at last succeeded in informing me that her sister was better. I could not discover Mr. D—— any where, and therefore concluded that he was the person who had leaped overboard the preceding night.

On going upon deck, I found that every thing wore a new aspect. The sky was dazzling and cloudless, and not the

faintest breath of wind could be felt. The sea had a beautiful bright green color, and was calm as a small lake, except when an occasional swell rolled from that quarter in which the wind had been the preceding night; and the water was so clear, that I saw to the bottom, and even distinguished little fishes sporting around the keel of our vessel.

Four of the seamen were dead, but the mate and the remaining three had so far recovered, as to be able to walk across the deck. The ship was almost in a disabled state. Part of the wreck of the fore top-mast lay upon her bows, and the rigging and sails of the mainmast had suffered much injury. The mate told me, that the soundings, and almost every thing else, proved we were on the Bahama banks, though he had not yet ascertained on what part of them we lay, and consequently could not say whether we had much chance of soon falling in with any vessel.

The day passed gloomily. They regarded every cloud that rose upon the horizon as the forerunner of a breeze, which we above all things feared to encounter. Much of our time was employed in preparing for the painful but necessary duty of interring the dead. The carpenter soon got ready a sufficient number of boards; to each of which we bound one of the corpses, and also weights enough to make it sink to the bottom.

About ten at night, we began to commit the bodies to the deep. A dead calm had prevailed the whole day, and not a cloud obscured the sky. The sea reflected the stars so distinctly, that it seemed as if we were consigning our departed companions to a heaven as resplendent as that above us. There was an awful solemnity, alike in the scene and in our situation. I read the funeral service, and then we dropped the corpses overboard, one after another. The sea sparkled around each, as its sullen plunge announced that the waters were closing over it, and they all slowly and successively descended to the bottom, enveloped in a ghastly glimmering brightness, which enabled us to trace their progress though the motionless deep. When these last offices of respect were performed, we retired in silence to different parts of the ship.

About midnight, the mate ordered the men to cast anchor, which, till then, they had not been able to accomplish. They likewise managed to furl most of the sails, and we went to bed, under the consoling idea, that though a breeze did spring up, our moorings would enable us to weather it without any risk

I was roused early next morning by a confused noise upon deck. When I got there, I found the men gazing intently over the side of the ship, and I inquired if our anchor held fast. —"Ay, ay," returned one of them, "rather faster than we want it." On approaching the bulwarks, and looking down, I perceived, to my horror and astonishment, all the corpses lying at the bottom of the sea, as if they had just been dropped into it.

We were now exempted from the ravages and actual presence of death, but his form haunted us without intermission. We hardly dared to look over the ship's side, lest our eyes should encounter the ghastly features of some one who had formerly been a companion, and at whose funeral rites we had recently assisted. The seamen began to murmur among themselves, saying that we would never be able to leave the spot where we then were, and that our vessel would remain there and rot.

In the evening a strong breeze sprung up, and filled us with hopes that some vessel would soon come in sight, and afford us relief. At sunset, when the mate was giving directions about the watch, one of the seamen cried out, "Thank Heaven, there they are." And the other ran up to him saying, "Where, where?" He pointed to a flock of Mother Carey's chickens that had just appeared astern, and began to count how many there were of them. I inquired what was the matter, and the mate replied, "Why, only that we 've seen the worst, that 's all, master. I 've a notion we 'll fall in with a sail before twenty hours are past."—"Have you any particular reason for thinking so?" said I. "To be sure I have," returned he, "Are n't them there birds an omen of returning good fortune."—"I have always understood," said I, "that these birds indicate bad weather, or some unfortunate event, and this appears to me to be true."—"Ay, ay," replied he, "they say experience teaches fools, and I have found it so; there was a time when I did not believe that these creatures were any thing but common birds, but I know another story—Oh I 've witnessed such strange things!"

Next morning I was awakened by the joyful intelligence that a schooner was in sight, and that she had hoisted her flag in answer to our signals. She bore down upon us with a good wind, and in about an hour hove to, and spoke us. When we had informed them of our unhappy situation, the captain ordered the boat to be lowered, and came on board of our vessel, with three of his crew. He was a thick, short, dark-complex-

ioned man, and his language and accent discovered him to be a native of the southern states of America. The mate immediately proceeded to detail minutely all that happened to us, but he soon interrupted it, by asking of what our cargo consisted. Having been satisfied on this point, he said "Seeing as how things stand, I conclude you 'll be keen for getting into port."—"Yes, that of course is our earnest wish," replied the mate, "and we hope to be able by your assistance to accomplish it."—"Ay, we must all assist one another," returned the captain—"Well, I was just calculating, that your plan would be to run into New Providence—I 'm bound for St. Thomas's and you can't expect that I should turn about, and go right back with you—neither that I should let you have any of my seamen, for I 'll not be able to make a good trade unless I get slick into port. Now I have three nigger slaves on board of me,—curse them, they don't know much about seamatters, and are as lazy as h—l, but keep flogging them Mister, —keep flogging them I say,—by which means, you will make them serve your ends. Well, as I was saying, I will let you have them blacks to help you, if you 'll buy them of me at a fair price, and pay it down in hard cash."—"This proposal," said the mate, "sounds strange enough to a British seaman; and how much do you ask for your slaves?"—"I can't let them go under three hundred dollars each," replied the captain, "I guess they would fetch more in St. Thomas's, for they 're prime, blow me."—"Why, there is 'nt that sum of money in this vessel, that I know of," answered the mate; 'and though I could pay it myself, I 'm sure the owners never would agree to indemnify me. I thought you would have afforded us every assistance without asking any thing in return,—a true sailor would have done so at least."—"Well. I vow you are a strange man," said the captain. "Is 'nt it fair that I should get something for my niggers, and for the chance I 'll run of spoiling my trade at St. Thomas's, by making myself short of men? But we shan't split about a small matter, and I 'll lessen the price by twenty a head."—"It is out of the question, sir," cried the mate, "I have no money."—"Oh there 's no harm done," returned the captain, "we can 't trade, that 's all. Get ready the boat, boys—I guess your men will soon get smart again, and then, if the weather holds moderate, you 'll reach port with the greatest ease."—"You surely do not mean to leave us this barbarous way?" cried I; "the owners of this vessel would, I am confident, pay any sum rather than that we should perish through your inhumanity."

—"Well, mister, I 've got owners too," replied he, "and my business is to make a good voyage for them. Markets are pretty changeable just now, and it won't do to spend time talking about humanity—money 's the word with me."

Having said this, he leaped into the boat, and ordered his men to row towards his own vessel. As soon as they got on board, they squared topsail, and bore away, and were soon out of the reach of our voices. We looked at one another for a little time with an expression of quiet despair, and then the seamen began to pour forth a torrent of invectives, and abuse, against the heartless and avaricious shipmaster who had inhumanly deserted us. Major L—— and his wife, being in the cabin below, heard all that passed. When the captain first came on board, they were filled with rapture, thinking that we would certainly be delivered from the perils and difficulties that environed us; but as the conversation proceeded, their hopes gradually diminished, and the conclusion of it made Mrs. L—— give way to a flood of tears, in which I found her indulging when I went below.

The mate now endeavored to encourage the seamen to exertion. They cleared away the wreck of the fore-top-mast which had hitherto encumbered the deck, and hoisted a sort of jury-mast in its stead, on which they rigged two sails. When these things were accomplished, we weighed anchor, and laid our course for New Providence. The mate had fortunately been upon the Bahama seas before, and was aware of the difficulties he would have to encounter in navigating them. The weather continued moderate, and after two days of agitating suspense, we made Exuma Island, and cast anchor near its shore.

ADVENTURES OF MADAME DENOYER.

The distressing situation to which Madame Denoyer, a courageous and unfortunate Creole of Cape Francis, in St. Domingo, was reduced, must affect every tender and virtuous mind. Her narrative shows into what excesses the base desire of gain is sometimes capable of leading men.

M. Denoyer, an inhabitant of Cape Francis, where he had gained universal esteem, with a view to improve his circumstances, formed the design of settling at Samana, a bay in the portion of St. Domingo, then belonging to Spain. This intention he communicated to his wife, by whom it was approved of.

After residing a year at Samana, Madame Denoyer requested her husband to return to Cape Francis, where her native air was more favorable to her health. M. Denoyer was too fond of his wife not to comply with her desire. They, accordingly, embarked in a small vessel belonging to them, with a child seven years old, another at the breast, and a female negro servant, called Catharine. While they were preparing for the voyage, an English vessel was lost upon the coast; the crew, however, had the good fortune to reach the land. As there was at Samana a small French ship just ready to sail,

the shipwrecked men, eight in number, intreated the commander, the Sieur Verrier, to receive them on board, and to take them either to Cape Francis, or Monte Christo. Being unable to accommodate them all, he proposed to M. Denoyer to take two of them in his bark. One of these was the captain, whose name was John, and the other was called Young.

M. Denoyer, being a man of humane disposition, received them with pleasure, gave them linen and clothes, treated them with the utmost kindness, in return for which they promised all the assistance in their power to their benefactor.

M. Denoyer set sail at the beginning of March, 1766, having likewise on board two French seamen, whom he had hired to navigate the vessel. As they steered their course close in shore, when they arrived opposite the habitation of Manuel Borgne, several leagues distant from the place of their departure, the two French seamen requested M. Denoyer, to put them on shore, as the assistance of the two Englishmen, whom he had so hospitably received, would be sufficient. With this request M. Denoyer complied.

About ten o'clock the following morning M. Denoyer, with the help of the two Englishmen, set sail. They came to an anchor, in the evening, at a place called Grigri, a league from Porto Plata, on the north coast of St. Domingo. They supped together near the shore, after which, covering the poop with palmetto-leaves, and erecting a kind of awning, they placed underneath it a mattrass for Madame Denoyer, her two children, and negro servant, to sleep upon. M. Denoyer threw himself upon another mattrass at the feet of his wife, while the two Englishmen lay down at the head of the bark.

They slept soundly till midnight, when they were awaked by the cries of their infant daughter. After milking the goat which they had taken with them, for the purpose of suckling the child, M. Denoyer lay down again. About three or four o'clock in the morning his wife was disturbed by the dull sound of violent blow, which seemed to be the stroke of a hatchet, on the bed of her husband, whom she heard sigh. Trembling with affright she awoke her black servant, crying: "Good God! Catharine, they are killing M. Denoyer;" At the same time she lifted up the cloth which composed the awning, when John darted towards her bed, with a hatchet in his hand, and, with a ferocious look, threatened to kill her if she made the least motion to rise, and unless she immediately let down the cloth; after which the perfidious assassin return-

ed, and with two more strokes despatched his victim; he then bent the sails, and Young repaired to the helm, with the intention of steering towards New York.

At break of day the bark was two leagues distant from the shore. Madame Denoyer, overwhelmed with fear, scarcely had strength to rise from her bed. But what were her feelings at the horrid spectacle which presented itself to her eyes? She beheld the mattrass, upon which was extended the mangled body of her husband, floating on the water! The barbarous John, aggravating his crime by the bitterest raillery, said: "Make yourself easy, your husband is taking a sound nap." A moment afterwards he returned to her armed with a dagger, demanding her husband's arms, and the keys of his boxes.

Madame Denoyer delivered them to him. The villain having rummaged in every place, without finding any money, returned them. The disconsolate widow then melting into tears, (the source of which seemed to have been before dried up by grief and terror), asked him why he had murdered her husband, since he had no money? The assassin replied, that it was for the sake of the vessel, which he had to take to New York. After these words the monster appeared to relent, and offered the afflicted lady tea and chocolate. She answered, that she wanted nothing; upon which he told her not to grieve, that he intended her no injury, but on the contrary, would land her on French ground, with all her baggage. During the remainder of the day he left her at liberty to resign herself entirely to her sorrow.

It may be supposed that the night afforded no repose to this unfortunate woman. The image of her husband murdered by villains whom he had treated with the utmost kindness, incessantly haunted her; their cruelty, their baseness, their brutality, augmented her apprehensions, and rendered them still more terrible when she cast her eyes on her beloved infants. While her mind was occupied with the most gloomy and most afflicting ideas, she heard the two executioners of her husband planning an outrage which every virtuous woman dreads more than death itself. John, the infamous John, proposed to his companion to take the servant, reserving the mistress for himself; but Young refusing to comply, the villians, after fastening the helm, lay down. The black servant conceived the design of putting out their eyes with a nail while they were asleep; but fearing lest they only feigned sleep; she relinquished the undertaking.

At the dawning of the following day they set sail, and kept out to sea. Madame Denoyer inquired whether they intended to take her to New York. They replied, that if she wished to go to Cape Francis, one of them would take her, the children and black servant thither in the canoe which they had on board. Anxiety concerning her future fate; the sight of the villains, stained with her husband's blood; her forlorn situation; her apprehensions and grief; induced her to accept this offer, though the canoe was very small to withstand the fury of the waves; this kind of boat, being made of a single trunk of a tree, after the manner of the savages of America. Having acquainted them with her resolution, John told her to pick up her linen in a bundle, her boxes being too bulky to be removed into a canoe. He himself put into it a wretched straw mattrass, four biscuits, a pitcher containing about four quarts of fresh water, six eggs, and a small quantity of salt pork. John having put into it the children and the black servant, searched Madame Denoyer's pockets, where he found her husband's silver stock-buckles and shoe-buckles, which he took from her, together with the linen which she had packed up. Having, at length, got into the boat, she waited with impatience for the conductor that had been promised her, when she saw Young cut the rope by which the boat was fastened; he then repaired to the helm, while John set the sails, and the vessel was soon out of sight. The sky and the ocean were the only objects she had then in view.

Abandoned in the midst of the waves, far from any coast, the forlorn widow demanded relief of her husband's assassins; she conjured them, with all the eloquence of an affectionate mother, to take compassion on her offspring. When her voice failed she continued to supplicate with the most expressive and affecting gestures. The assassins, deaf to all her intreaties, abandoned the wretched family to its fate, and disappeared.

Consternation, the excess of her grief, the danger which threatened the objects dearest to her heart, combined to reduce her to a state of total insensibility. Her faithful slave employed every method in her power to recover her mistress. She revived, but only to behold the abyss ready to receive her, to deplore the wretched situation of her beloved children, who were likely to be the prey of the monsters of the deep. She pressed them to her bosom, bedewed them with her tears, and every time she cast her eyes upon them she imagined that she

beheld them for the last time. Resigning herself entirely to the direction of Providence, she suffered the canoe to float at the will of the waves.

But the approach of a horribly dark night soon augmented her danger and her apprehensions. To crown the misfortunes of the distressed family, the wind began to blow with great violence, the waves rose, and, amidst their impetuous shocks, a sea broke over the canoe, washed away the biscuit and fresh water, while the attention of the wretched women was diverted from such a great misfortune only by the fear of being swallowed up by a wave still more tremendous. It is impossible to describe the protracted horrors of this terrible night.

The wished-for dawn at length arrived, and brought calmer weather, but no other consolation. They beheld nothing but sky and water, and were ignorant which way to direct their course. In this desperate situation Madame Denoyer never ceased to implore the assistance of Providence, the only support of the unfortunate.

In this manner they passed seven days and seven nights, exposed to the inclemencies of the weather, without drink or food of any kind, excepting a little salt pork. Exhausted with fatigue, the enfeebled mother was every moment losing the little strength she had left; but in this condition, the idea of a speedy death was less terrible than the deplorable state of her children. In quitting them she was desirous of giving the most precious mark of maternal affection. She was on the point of opening a vein, to prolong the life of the little innocent, closely prest to her bosom, when Catharine discovered a distant sail. This intelligence gave Madame Denoyer new life; both the women shouted and made signs. They soon perceived that their signals were seen, and that the vessel was standing towards them. A new danger now intervened. The waves broke with such force against the ship as to render them apprehensive that the canoe would be sunk if they attempted to get on board. However, by the management of the captain, the widow, the children, and the black servant were taken on board the vessel. She arrived safely in the road of New Orleans, the place of their destination. Madame Denoyer had the good fortune to find there M. Rougeot, a notary, and near relation, who received her and her family, rescued, as it were, from the tomb, with the greatest joy and affection.

The inhabitants of Louisiana generously raised a subscription for the relief of the unfortunate lady. She gave her liberty to Catharine, the faithful companion of all her distresses;

but that female, touched with the gratitude of her mistress, refused to leave her, declaring that nothing but death should part them.

The above facts were attested by Madame Denoyer before the proper officer at New Orleans, to whom she likewise gave a description of her husband's assassins. Inquiry was made concerning them at New York, but whether they perished by the just judgment of Providence, or found means to escape detection, was never ascertained.

NARRATIVE OF CAPTAIN W. L. CAZNEAU

The Brig Polly, of one hundred and thirty tons burthen, sailed from Boston, with a cargo of lumber and provisions, on a voyage to Santa Croix, on the 12th of December 1811, under the command of Capt. W. L. Cazneau—with a mate, four seamen and a cook; Mr. I. S. Hunt, and a negro girl of nine years of age, passengers. Nothing material happened until the 15th, when they had cleared cape Cod, the shoal of Georges, and nearly, as they supposed, crossed the gulf stream, when there came on a violent gale from the south-east, in which the brig labored very hard, which produced a leak that so gained on the pumps as to sound nearly six feet, —when about midnight she was upset, and Mr. Hunt washed overboard! Not having any reason to hope for her righting, by much exertion the weather lanyards were cut away, the deck load having been before thrown over and the lashings all gone; in about half an hour the mainmast went by the board, and soon after the foremast, when she righted, though full of water, a dreadful sea making a fair breach over her from stem to stern. In this situation the night wore away, and daylight found all alive except the passenger, and upon close search the little girl was found clinging to the skylight, and so saved from drowning in the cabin. The glass and grating of the skylight having gone away, while on her beams ends, the little girl was drawn through the openings, but so much chilled that

she survived but a few hours. In this situation they remained, without fire, as near as the captain can recollect, twelve days, when the cook, an Indian from Canton, near Boston, suggested the operation of rubbing two sticks together, which succeeded. Very fortunately the camboose did not go overboard with the deck load : this was got to windward, a fire kindled and some provisions cooked, which was the first they had tasted, except raw pork, for the whole time. They now got up a barrel of pork, part of a barrel of beef, and one half barrel of beef. A small pig had been saved alive, which they now dressed, not having any thing to feed it with. But at this time no apprehension was entertained of suffering for meat, there being several barrels stowed in the run, and upwards of one hundred under deck. With this impression, the people used the provisions very imprudently, till they discovered that the stern post was gone, and the gale continuing for a long time, the barrels had stove, and their contents were all lost forever.

There happened to be a cask of water lashed on the quarter deck, which was saved, containing about thirty gallons, all the rest was lost. This lasted about eighteen days, when the crew were reduced to the necessity of catching what rain they could, and having no more. At the end of forty days the meat was all gone, and absolute famine stared them in the face. The first victim to this destroyer was Mr. Paddock, the mate, whose exquisite distress seemed to redouble the sufferings of his companions. He was a man of a robust constitution, who had spent his life in the Bank fishing, had suffered many hardships and appeared the most capable of standing the shocks of misfortune of any of the crew. In the meridan of life, being about thirty-five years old, it was reasonable to suppose that, instead of the first, he would have been the last to have fallen a sacrifice to cold and hunger : but Heaven ordered it otherwise—he became delirious, and death relieved him from his sufferings the fiftieth day of his shipwreck. During all this time, the storms continued, and would often overwhelm them so as to keep them always drenched with seawater, having nothing to screen them, except a temporary kind of cabin which they had built up of boards between the windlass and nighthead on the larboard side of the forecastle. The next who sunk under this horrid press of disasters was Howes, a young man of about thirty, who likewise was a fisherman, by profession, and tall, spare, and as smart and active a seaman as any aboard. He likewise died delirious

and in dreadful distress, six days after Paddock, being the fifty-sixth day of the wreck. It was soon perceived that this must evidently be the fate of all the survivors in a short time, if something was not done to procure water. About this time good luck, or more probably, kind Providence, enabled them to fish up the tea-kettle and one of the captain's pistols ; and necessity, the mother of invention, suggested the plan of distillation. Accordingly, a piece of board was very nicely fitted to the mouth of the boiler, a small hole made in it, and the tea-kettle, bottom upwards, fixed to the upper side of the board, the pistol barrel was fixed to the nose of the kettle and kept cool by the constant application of cold water. This completely succeeded, and the survivors, without a doubt, owe their preservation to this simple experiment. But all that could be obtained by this very imperfect distillation, was a scanty allowance of water for five men ; yet it would sustain life and that was all. The impression that there was meat enough under the deck, induced them to use every exertion to obtain it ; but by getting up pieces of bone, entirely bare of meat and in a putrid state, they found that nothing was left for them but to rely on Heaven for food, and be contented with whatever came to hand, till relief should come. Their only sustenance now was barnacles gathered from the sides of the vessel which were eaten raw that the distilling might not be interrupted, which would give them no more than four wine glasses of water each per day. The next food which they obtained was a large shark, caught by means of a running bowline. This was a very great relief and lasted some time. Two advantages arose from this signal interposition of kind Providence ; for while they lived upon their shark, the barnacles were growing larger and more nutritive. They likewise found many small crabs among the sea-weed which often floated around the wreck, which were very pleasant food. But from the necessity of chewing them raw and sucking out the nourishment, they brought on an obstinate costiveness, which became extremely painful and probably much exasperated by the want of water.

On the 15th of March, according to their computation, poor Moho, the cook, expired, evidently from want of water, though with much less distress than the others and in the full exercise of his reason : he very devoutly prayed and appeared perfectly resigned to the will of the God who afflicted him. Their constant study was directed to the improvement of their still, which was made much better by the addition of the

other pistol barrel, which was found by fishing with the grain they made by fixing nails into a piece of a stave. With this barrel they so far perfected the still as to obtain eight junk bottles full of water in twenty four hours. But from the death of Moho to the death of Johnson, which happened about the middle of April, they seemed to be denied every kind of food. The barnacles were all gone, and no friendly gale wafted to their side the sea-weed from which they could obtain crabs or insects. It seemed as if all hope was gone forever, and they had nothing before them but death, or the horrid alternative of eating the flesh of their dead companion. One expedient was left, that was to try to decoy a shark, if happily there might be one about the wreck, by part of the corpse of their shipmate! This succeeded, and they caught a large shark, and from that time had many fish till their happy deliverance. Very fortunately, a cask of nails which was on deck, lodged in the lea scuppers while on their beam ends: with these they were enabled to fasten the shingles on their cabin, which by constant improvement, had become much more commodious, and when reduced to two only, they had a better supply of water.

They had now drifted above two thousand miles and were in latitude 28 North and longitude 13 West, when to their unspeakable joy they saw three ships bearing down upon them. The ships came as near as was convenient, and then hailed, which Capt. Cazneau answered with all the force of his lungs. The ship which hailed proved to be the Fame of Hull, Capt. Featherstone bound from Rio Janeiro home. It so happened that the three Captains had dined together that day and were all on board the Fame. Humanity immediately sent a boat, which put an end to the dreadful thraldom of Capt. Cazneau and Samuel Badger, the only surviving persons who were received by these humane Englishmen with exalted sensibility. Thus was ended the most shocking catastrophe which our naval history has recorded for many years, after a series of distresses from December 15th to the 20th of June, a period of one hundred and ninety one days! Every attention was paid to the sufferers that generosity warmed with pity and fellow feeling could dictate, on board the Fame. They were cherished, comforted, fed, clothed and nursed until the 9th of July, when they fell in with Capt. Perkins, of the brig Dromo, in the chops of the channel of England, who generously took them on board and carefully perfected the work of goodness

begun by the generous Englishmen, and safely landed them in Kennebunk.

It is natural to inquire how they could float such a vast distance upon the most frequented part of the Atlantic and not be discovered all this time? They were passed by more than a dozen sail, one of which came so nigh them that they could distinctly see the people on deck and on the rigging looking at them: but to the inexpressible disappointment of the starving and freezing men, they stifled the dictates of compassion, hoisted sail, and cruelly abandoned them to their fate.

THE MAIN-TRUCK, OR A LEAP FOR LIFE.

Among the many agreeable associates whom my different cruisings and wanderings have brought me acquainted with, I can scarcely call to mind a more pleasant and companionable one than Tom Scupper. Poor fellow! he is dead and gone now—a victim to that code of false honor which has robbed the navy of too many of its choicest officers. Tom and I were messmates during a short and delightful cruise, and for a good part of the time, we belonged to the same watch. He was a great hand to spin yarns, which, to do him justice, he sometimes told tolerably well; and many a long mid-watch has his fund of anecdotes and sea stories caused to slip pleasantly away. We were lying, in the little schooner to which we were attached, in the open roadstead of Laguyra, at single anchor, when Tom told me the story which I am about to relate, as nearly as I can remember, in his own words. A vessel from Baltimore had come into Laguyra that day, and by her I had received letters from home, in one of which there was a piece of intelligence that weighed very heavily on my spirits. For some minutes after our watch commenced, Tom and I walked the deck in silence, which was soon, however, interrupted by my talkative companion, who perceiving my depression, and wishing to divert my thoughts, began as follows:

The last cruise I made in the Mediterranean was in old Ironsides, as we used to call our gallant frigate. We had been backing and filling for several months on the western coast of Africa, from the Canaries down to Messurado, in search of slave traders; and during that time we had had some pretty heavy weather. When we reached the straits, there was a spanking wind blowing from about west south west; so we squared away, and, without coming to at the Rock, made a straight wake for old Mahon, the general rendezvous and place of refitting for our squadrons in the Mediterranean. Immediately on arriving there, we warped in alongside the Arsenal quay, where we stripped ship to a girtline, broke out the holds, tiers, and store-rooms, and gave her a regular-built overhauling from the stem to stern. For awhile, every body was busy, and all seemed bustle and confusion. Orders and replies, in loud and dissimilar voices, the shrill pipings of the different boatswain's mates, each attending to separate duties, and the mingled clatter and noise of various kinds of work, all going on at the same time, gave something of the stir and animation of a dock yard to the usually quiet arsenal of Mahon. The boatswain and his crew were engaged in fitting a new gang of rigging; the gunner in repairing his breechings and gun-tackles; the forecastle men in calking; the top-men in sending down the yards and upper spars; the holders and waisters in whitewashing and holy stoning; and even the poor marines were kept busy, like beasts of burden, in carrying breakers of water on their backs. On the quay, near the ship, the smoke of the armorer's forge, which had been hoisted out and sent ashore, ascended in a thin black column through the clear blue sky; from one of the neighboring white stone warehouses the sound of saw and hammer told that the carpenters were at work; near by, a livelier rattling drew attention to the cooper, who in the open air was tightening the water-casks; and not far removed, under a temporary shed, formed of spare studding-sails and tarpaulins, sat the sailmaker and his assistants, repairing the sails which had been rent or injured by the many storms we had encountered.

Many hands, however, make light work, and in a very few days all was accomplished: the stays and shrouds were set up and new rattled down; the yards crossed, the running rigging rove, and sails bent; and the old craft, fresh painted and all a-taunt-o, looked as fine as a midshipman on liberty In place of the storm-stumps, which had been stowed away among the booms and other spare spars, amidships, we had

set up cap to'gallant-masts, and royal-poles, with a sheave for skysails, and hoist enough for skyscrapers above them: so you may judge the old frigate looked pretty taunt. There was a Dutch line-ship in the harbor; but though we only carried forty-four to her eighty, her main-truck would hardly have reached to our royal-mast-head. The side-boys, whose duty it was to lay aloft and furl the skysails, looked no bigger on the yard than a good sized duff for a midshipman's mess, and the main-truck seemed not half as large as the Turk's head-knot on the main-ropes of the accommodation ladder.

When we had got every thing ship-shape and man-of-war fashion, we hauled out again, and took our berth about half way between the Arsenal and Hospital island; and a pleasant view it gave us of the town and harbor of old Mahon, one of the safest and most tranquil places of anchorage in the world. The water of this beautiful inlet—which though it makes about four miles into the land, is not much over a quarter of a mile in width—is scarcely ever ruffled by a storm; and on the delightful afternoon to which I now refer, it lay as still and motionless as a polished mirror, except when broken into momentary ripples by the paddles of some passing waterman. What little wind we had had in the fore part of the day, died away at noon, and, though the first dog-watch was almost out, and the sun was near the horizon, not a breath of air had risen to disturb the deep serenity of the scene. The Dutch liner, which lay not far from us, was so clearly reflected in the glassy surface of the water, that there was not a rope about her, from her main-stay to her signal halliards, which the eye could not distinctly trace in her shadowy and inverted image. The buoy of our best bower floated abreast our larboard bow; and that, too, was so strongly imaged, that its entire bulk seemed to lie above the water, just resting on it, as if upborne on a sea of molten lead; except when now and then, the wringing of a swab, or the dashing of a bucket overboard from the head, broke up the shadow for a moment, and showed the substance but half its former apparent size. A small polacca craft had got underway from Mahon in the course of the forenoon, intending to stand over to Barcelona: but it fell dead calm just before she reached the chops of the harbor; and there she lay as motionless upon the blue surface, as if she were only part of a mimic scene from the pencil of some accomplished painter. Her broad cotton lateen-sails, as they hung drooping from the slanting and taper yards, shone with a glisten-

ing whiteness that contrasted beautifully with the dark flood in which they were reflected ; and the distant sound of the guitar, which one of the sailors was listlessly playing on her deck, came sweetly over the water, and harmonized well with the quiet appearance of every thing around. The whitewashed walls of the lazaretto, on a verdant headland at the mouth of the bay, glittered like silver in the slant rays of the sun ; and some of its windows were burnished so brightly by the level beams, that it seemed as if the whole interior of the edifice were in flames. On the opposite side, the romantic and picturesque ruins of fort St. Philip, faintly seen, acquired double beauty from being tipped with the declining light ; and the clusters of ancient-looking windmills, which dot the green eminences along the bank, added, by the motionless state of their wings, to the effect of the unbroken tranquility of the scene.

Even on board our vessel, a degree of stillness unusual for a man-of-war prevailed among the crew. It was the hour of their evening meal ; and the low hum that came from the gun-deck had an indistinct and buzzing sound, which, like the tiny song of bees of a warm summer noon, rather heightened than diminished the charm of the surrounding quiet. The spar-deck was almost deserted. The quarter-master of the watch, with his spy-glass in his hand, and dressed in a frock and trowsers of snowy whiteness, stood aft upon the taffrel, erect and motionless as a statue, keeping the usual look-out. A groupe of some half a dozen sailors had gathered together on the forecastle, where they were supinely lying under the shade of the bulwarks ; and here and there, upon the gun-slides along the gangway, sat three or four others—one, with his clothes-bag beside him, overhauling his simple wardrobe; another working a set of clues for some favorite officer's hammock ; and a third engaged, perhaps, in carving his name in rude letters upon the handle of a jack-knife, or in knotting a laniard with which to suspend it round his neck.

On the top of the boom cover and in the full glare of the level sun, lay black Jake, the jig-maker of the ship, and a striking specimen of African peculiarities, in whose single person they were all strongly developed. His flat nose was dilated to unusual width, and his ebony cheeks fairly glistened with delight, as he looked up at the gambols of a large monkey, which, clinging to the main-stay, just above Jake's woolly head, was chattering and grinning back at the negro, as if there existed some means of mutual intelligence between them

It was my watch on deck, and I had been standing several minutes leaning on the main fife-rail, amusing myself by observing the antics of the black and his congenial playmate; but at length, tiring of the rude mirth, had turned towards the taffrel, to gaze on the more agreeable features of that scene which I have feebly attempted to describe. Just at that moment a shout and a merry laugh burst upon my ear, and looking quickly round, to ascertain the cause of the unusual sound on a frigate's deck, I saw little Bob Stay (as we called our commodore's son) standing half the way up the main-hatch ladder, clapping his hands, and looking aloft at some object that seemed to inspire him with a deal of glee. A single glance to the main-yard explained the occasion of his merriment. He had been coming up from the gun-deck, when Jacko, perceiving him on the ladder, dropped suddenly down from the main-stay, and running along the boom-cover, leaped upon Bob's shoulder, seized his cap from his head, and immediately darted up the maintopsail sheet, and thence to the bunt of the mainyard, where he now set, picking threads from the tassel of his prize, and occasionally scratching his side, and chattering as if with exultation for the success of his mischief. But, Bob was a sprightly, active little fellow; and though he could not climb quite as nimble as a monkey, yet he had no mind to lose his cap without an effort to regain it. Perhaps he was the more strongly incited to make chase after Jacko, from noticing me to smile at his plight, or by the loud laugh of Jake, who seemed inexpressibly delighted at the occurrence, and endeavored to evince, by tumbling about the boom-cloth, shaking his huge misshapen head, and sundry other grotesque actions, the pleasures for which he had no words.

"Ha, you d—n rascal, Jocko, hab you no more respec' for for de young officer, den to steal his cab? We bring you to de gangway, you black nigger, and gib you a dozen on de bare back for a tief."

The monkey looked down from his perch as if he understood the threat of the negro, and chattered a sort of defiance in answer.

"Ha, ha! Massa Stay, he say you mus' ketch him 'fore you flog him; and it's no so easy for a midshipman in boots to ketch a monkey barefoot."

A red spot mounted to the cheek of little Bob, as he cast one glance of offended pride at Jake, and than sprang across the deck to the Jacob's ladder. In an instant he was half-way

up the rigging, running over the ratlines as lightly as if they were an easy flight of stairs, whilst the shrouds scarcely quivered beneath his elastic motion. In a second more his hand was on the futtocks.

"Massa Stay!" cried Jake, who sometimes, from being a favorite, ventured to take liberties with the younger officers, "Massa Stay, you best crawl through de lubber's hole—it take a sailor to climb a futtock shroud."

But he had scarcely time to utter his pretended caution before Bob was in the top. The monkey in the meanwhile had awaited his approach, until he had got nearly up the rigging, when it suddenly put the cap on its own head, and running along the yard to the opposite side of the top, sprang up a rope, and thence to the topmast backstay, up which it ran to the crosstrees, where it again quietly seated itself, and resumed its work of picking the tassel to pieces. For several minutes I stood watching my little messmate follow Jacko from one piece of rigging to another, the monkey, all the while, seeming to exert only so much agility as was necessary to elude the pursuer, and pausing whenever the latter appeared to be growing weary of the chase. At last, by this kind of manœuvring, the mischievous animal succeeded in enticing Bob as high as the royal-mast-head, when springing suddenly on the royal-stay, it ran nimbly down to the fore-to' gallant-mast head, thence down the rigging to the fore-top, when leaping on the foreyard, it ran out to the yard-arm, and hung the cap on the end of the studding-sail boom, where, taking its seat, it raised a loud and exulting chattering. Bob by this time was completely tired out, and, perhaps, unwilling to return to the deck to be laughed at for his fruitless chase, he sat down on the royal cross-trees; while those who had been attracted by the sport, returned to their usual avocations or amusements. The monkey, no longer the object of pursuit or attention, remained but a little while on the yard-arm; but soon taking up the cap, returned in towards the slings, and dropped it down upon deck.

Some little piece of duty occurred at this moment to engage me, as soon as which was performed I walked aft, and leaning my elbow on the taffrel, was quickly lost in the recollection of scenes very different from the small pantomime I had just been witnessing. Soothed by the low hum of the crew, and by the quiet loveliness of every thing around, my thoughts had traveled far away from the realities of my situation, when I was suddenly startled by a cry from black Jake, which brought me on the instant back to consciousness.

"My God! Massa Scupper," cried he, "Massa Stay is on de main-truck!"

A cold shudder ran through my veins as the word reached my ear. I cast my eyes up—it was too true! The adventurous boy, after resting on the royal cross-trees, had been seized with a wish to go still higher, and impelled by one of those impulses by which men are sometimes instigated to place themselves in situations of imminent peril without a possibility of good resulting from the exposure, he had climbed the sky-sail-pole, and, at the moment of my looking up, was actually standing on the main-truck! a small circular piece of wood on the very summit of the loftiest mast, and at a height so great from the deck that my brain turned dizzy as I looked up at him. The reverse of Virgil's line was true in this instance. It was comparatively easy to ascend—but to descend—my head swam round, and my stomach felt sick at thought of the perils comprised in that one word. There was nothing above him or around him but the empty air—and beneath him, nothing but a point, a mere point—a small, unstable wheel, that seemed no bigger from the deck than the button on the end of a foil, and the taper skysail-pole itself scarcely larger than the blade. Dreadful temerity! If he should attempt to stoop, what could he take hold of to steady his descent? His feet quite covered up the small and fearful platform that he stood upon, and beneath that, a long, smooth, naked spar, which seemed to bend with his weight, was all that upheld him from destruction. An attempt to get down from "that bad eminence," would be almost certain death; he would inevitably lose his equilibrium, and be precipitated to the deck a crushed and shapeless mass. Such was the nature of the thoughts that crowded through my mind as I first raised my eye, and saw the terrible truth of Jake's exclamation. What was to be done in the pressing and horrible exigency? To hail him, and inform him of his danger, would be but to ensure his ruin. Indeed, I fancied that the rash boy already perceived the imminence of his peril; and I half thought that I could see his limbs begin to quiver, and his cheek turn deadly pale. Every moment I expected to see the dreadful catastrophe. I could not bear to look at him, and yet could not withdraw my gaze. A film came over my eyes, and a faintness over my heart. The atmosphere seemed to grow thick, and to tremble and waver like the heated air around a furnace; the mast appeared to totter, and the ship to pass from under my feet. I myself had the sensations of one

about to fall from a great height, and making a strong effort to recover myself, like that of a dreamer who fancies he is shoved from a precipice, I staggered up against the bulwarks.

When my eyes were once turned from the dreadful object to which they had been riveted, my sense and consciousness came back. I looked around me—the deck was already crowded with people. The intelligence of poor Bob's temerity had spread through the ship like wild-fire—as such news always will—and the officers and crew were all crowding to the deck to behold the appalling—the heart-rending spectacle. Every one, as he looked up, turned pale, and his eye became fastened in silence on the truck—like that of a spectator of an execution on the gallows—with a steadfast, unblinking and intense, yet abhorrent gaze, as if momently expecting a fatal termination to the awful suspense. No one made a suggestion—no one spoke. Every feeling, every faculty seemed to be absorbed and swallowed up in one deep, intense emotion of agony. Once the first lieutenant seized the trumpet, as if to hail poor Bob, but he had scarce raised it to his lips when his arm dropped again, and sunk listlessly down beside him, as if from a sad consciousness of the utter inutility of what he had been going to say. Every soul in the ship was now on the spar-deck, and every eye was turned to the main-truck.

At this moment there was a stir among the crew about the gangway, and directly after another face was added to those on the quarter-deck—it was that of the commodore, Bob's father. He had come alongside in a shore boat, without having been noticed by a single eye, so intense and universal was the interest that had fastened every gaze upon the spot where poor Bob stood trembling on the awful verge of fate. The commodore asked not a question, uttered not a syllable. He was a dark-faced, austere man, and it was thought by some of the midshipmen that he entertained but little affection for his son. However that might have been, it was certain that he treated him with precisely the same strict discipline that he did the other young officers, or if there was any difference at all, it was not in favor of Bob. Some, who pretended to have studied his character closely, affirmed that he loved his boy too well to spoil him, and that, intending him for the arduous profession in which he had himself risen to fame and eminence, he thought it would be of service to him to experience some of its privations and hardships at the outset.

The arrival of the commodore changed the direction of several eyes, which now turned on him to trace what emotions the danger of his son would occasion. But their scrutiny was foiled. By no outward sign did he show what was passing within. His eye still retained its severe expression, his brow the slight frown which it usually wore, and his lips its haughty curl. Immediately on reaching the deck, he had ordered a marine to hand him a musket, and with this stepping aft, and getting on the lookout-block, he raised it on his shoulder, and took a deliberate aim at his son, at the same time hailing him, without a trumpet, in his voice of thunder.

"Robert!" cried he, "jump! jump overboard! or I'll fire at you."

The boy seemed to hesitate, it was plain that he was tottering, for his arms were thrown out like those of one scarcely able to retain his balance. The commodore raised his voice again, and in a quicker and more energetic tone cried,

"Jump! 't is your only chance for life."

The words were scarcely out of his mouth, before the body was seen to leave the truck and spring out into the air. A sound, between a shriek and groan, burst from many lips. The father spoke not—sighed not—indeed he did not seem to breathe. For a moment of intense agony a pin might have been heard to drop on deck. With a rush like that of a cannon ball, the body descended to the water, and before the waves closed over it, twenty stout fellows, among them several officers, had dived from the bulwarks. Another short period of bitter suspense ensued. It rose—he was alive! his arms were seen to move! he struck out towards the ship!—and despite the discipline of a man-of-war, three loud huzzas, an outburst of unfeigned and unrestrainable joy from the hearts of our crew of five hundred men, pealed through the air, and made the welkin ring. Till this moment, the old commodore had stood unmoved. The eyes that, glistening with pleasure, now sought his face, saw that it was ashy pale. He attempted to descend the horse-block, but his knees bent under him; he seemed to gasp for breath, and put up his hand, as if to tear open his vest; but before he accomplished his object, he staggered forward, and would have fallen on the deck, had he not been caught by old Black Jake. He was borne into his cabin, where the surgeon attended him, whose utmost skill was required to restore his mind to its usual equability and self-command, in which he at last happily succeeded. As soon as he recovered from the dreadful shock, he sent for

Bob, and had a long confidential conference with him; and it was noticed when the little fellow left the cabin that he was in tears. The next day we sent down our taunt and dashy poles, and replaced them with the stump-to'gallant-masts; and on the third, we weighed anchor, and made sail for Gibraltar.

FRIGATE CONSTITUTION,

COMMONLY CALLED "OLD IRONSIDES."

As every circumstance relative to this favorite ship is extremely interesting, we propose to offer a brief history of her splendid and glorious career, partly from official documents, and partly gleaned from old newspapers of the day. She was built in Boston, at Hart's ship yard, at the northend,

situated between the Winnisimmit ferry-ways, and the marine Railway, and was launched under the superintendence of Col. Claghorn, the builder, on Saturday the 21st of October, 1797; consequently at the time of her entering the Dry Dock, on Monday June 24th, 1833, she was nearly thirty six years old. In Russell's Commercial Gazette of the next Monday after the launch we find the following notice.

"THE LAUNCH,—*A magnificent Spectacle!*—On Saturday last, at fifteen minutes past 12, the frigate CONSTITUTION was launched into the adjacent element, on which she now rides an elegant and superb specimen of American Naval Architecture, combining the unity of wisdom, strength and beauty. The tide being amply full, she descended into the bosom of the ocean with an ease and dignity, which, while it afforded the most exalted and heart felt pleasure and satisfaction to the many thousand spectators, was the guarantee of her safety, and the pledge, that no occurrence should mar the joyous sensations that every one experienced; and which burst forth in reiterated shouts, which "*rent the welkin.*" On a signal being given from on board, her ordinance, on shore, announced to the neighboring country, that the CONSTITUTION WAS SECURE. Too much praise cannot be given to Col. CLAGHORN, for the coolness and regularity displayed in the whole business of the launch; and the universal congratulations he received, were evidence of the public testimony of his skill, intelligence, and circumspection."

The severe labor that attended her birth, which was only effected at the third trial, was seized upon by the enemies of a navy, who at that time were numerous and powerful, as prophetic of ill luck! With how little reason, her brilliant career has fully demonstrated. We may safely challenge the annals of naval history to name the ship that has done so much to fill the measure of her country's glory. She sailed on her first cruise, on Sunday, the 22d of July, 1798, and in the Boston Commercial Gazette of the next morning we find the following:—

"Yesterday sailed on a cruise for the protection of our commerce, the frigate Constitution, commanded by Capt. Samuel Nicholson. This noble frigate reflects honor on all concerned in her construction;—on the agent for obtaining every material of the best kind for her equipment, and for having the same manufactured in a superior manner;—on the builder for the execution of the hull, in a style demonstrating our capability of building ships of war, at least equal to any of Europe. The Captain is a brave and experienced commander, in whom may be reposed perfect confidence Her Lieutenants are young men, who have commanded merchant ships with approbation, and of whom fair expectations may be en

tertained. Her crew are, with very few exceptions, native sons of Massachusetts, many of them connected by the strongest of human ties, *wives and children*. Upwards of one hundred seamen have given orders in favor of their families, to draw monthly half of their pay, the public having made an arrangement for this purpose, evincive of its paternal care and encouragement of our marine. It would seem that nothing is wanting, to render this ship and her crew perfect, but that experience, which can only result from actual exercise at sea."

She returned from this cruise about the middle of November. This was during the brief war with the French republic. We notice the appointment of Isaac Hull, as her 4th Lieutenant, who, after the lapse of fourteen years, was fortunate enough to occupy a higher station on her quarter deck, when the charm of British invincibility was destined forever to be broken. On the 28th of December of the same year, she again sailed from Boston harbor, on her second cruise, from which she returned a few months after, without having had the good luck to fall in with any of the enemy's national ships. Less fortunate in this respect than the Constellation, under the gallant Truxton, who, about this time, succeeded in capturing the French frigate L'Insurgente, 40 guns and 417 men. La Vengeance, a large French national ship of 54 guns and 520 men, likewise struck her colors, but was fortunate enough to escape in a squall, and arrived at Curacoa five days after, a complete wreck.

Shortly after this, our commerce in the Mediterranean having suffered severely from the depredations and insults of the Barbary cruisers, our government at once determined on chastising them. In May, 1803, Com. Edward Preble was appointed to the command of this favorite ship, and in June he sailed with the squadron destined to act against Tripoli. To all conversant with this scene of war, it is well known the Constitution acted a conspicuous part, in fact bore the brunt of the battle. After the destruction of the Philadelphia, of 44 guns, she was for a long time the only frigate on the station, and being ably seconded by the gallant Decatur and the smaller vessels, did more in a single year to humble the pride of the Barbary States, than all christendom ever did before or since.

In. short, such a variety of service, hair breadth escapes. hard knocks, and perilous adventure has never been achieved by any single vessel. Peace having been concluded with Tripoli she soon after returned home, where she remain

ed unemployed, or nearly so, till the commencement of the late war with Great Britain. This was on the 18th of June, 1812. On the 12th of July she left the Chesapeake for New York, preparatory to a long cruise, and on the 17th discovered and was chased by a British squadron, consisting of the Africa 64, Shannon and Guerriere 38, Belvidera 36, and Eolus 32, under the command of Com. Broke of the Shannon. During the most critical period of the chase, when the nearest frigate, the Belvidera, had already commenced firing, and the Guerriere was training her guns for the same purpose, the possibility of kedging the ship, although in nearly thirty fathoms of water, was suggested by Lieutenant, now Com. Morris, and was eagerly adopted, with the most brilliant success. The enemy, who had before been gaining, was now imperceptibly falling astern, without their being able to conceive of the mysterious manner in which it was effected. A lucky mile or thereabouts had been gained in this way, before the discovery was made, and then it was altogether too late to avail themselves of it, with any probability of success; a propitious breeze springing up this moment, of which the Constitution felt the first effects, soon increased the distance, and rendered any further exertions in warping and towing unnecessary.

The Shannon had for some hours all her sails completely furled—with 13 boats towing ahead. The Constitution had three boats towing—the remainder being engaged in carrying on kedges, while the crew on board found sufficient employment in warping up to them; and to this most fortunate expedient is her miraculous escape to be attributed. She bid a final adieu to her kind friends on the 19th, after a close chase of nearly three days and three nights, and arrived safe in Boston on the 26th of July.—This has always been considered, and undoubtedly was, one of the most brilliant exploits that occurred during the war. The deep feeling—the intense anxiety that reigned throughout the ship during this long and arduous chase, and which were pictured in the countenances of all on board in characters too strong to be mistaken—may be imagined, but cannot be described. Let us suppose for a moment, it had been the destiny of this fine ship to have fallen thus early in the war, into the hands of the enemy—a misfortune as has already been shown which was only escaped as it were by a miracle—what a vast difference it would have made at the close of the war, not to speak of the great moral influence of a first victory, in the profit and loss of our naval

glory: and although the balance would still have been greatly upon our side, yet the sum total would have been very sensibly or nearly one half diminished. In the first place the loss of so fine a frigate at this early period would have been irreparable, and in following up the consequences—three of the most splendid victories of the war, together with the same number of hair breadth escapes from a superior enemy, would now have to be deducted from the aggregate of our glory, making a difference, both ways, of more than 200 guns and almost 1500 men.

After remaining a few days in port she sailed again, and on the 19th of August precisely one month after her escape—was lucky enough to fall in with one of the same frigates cruising alone and with her name emblazoned in large characters in her foretop-sail. Nothing daunted at this, however, the Constitution took the liberty of edging down for the purpose of ascertaining the object of such a close pursuit a few weeks before.

As soon as the two ships were within whispering distance, an explanation commenced which after a close conference of thirty minutes, ended to the complete satisfaction of Capt. Hull. She proved to be H. B. M. frigate Guerriere, Capt. Dacres, of 49 guns and 302 men, and had been totally dismasted and in other respects was rendered such a complete wreck, that getting her into port was altogether out of the question. She was accordingly burned, and the Constitution returned again to Boston, where she arrived on the 30th of August. Never shall we forget the enthusiasm with which she was received.

The news arrived in town during divine service on Sunday morning, and the crowds that flocked to State Street to hear the particulars of such a glorious victory, and the shouts that rent the air, fully evinced the deep interest that was felt by every class of the community.

The ship had anchored in President roads about five miles from town, and in the afternoon the harbor was alive with pleasure boats, anxious to take a closer view of Old Ironsides, and to exchange congratulations with her gallant crew. We, among hundreds of others, sailed round her several times, endeavoring in vain to trace the effects of an engagement with a British frigate of nearly equal force, that had occurred only eleven days before, and in which her antagonist was entirely demolished in the short space of half an hour. We could hardly believe our own eyes—no serious damage whatever

was visible; now and then a place or two were pointed out where a splinter had been driven off, but on the whole she appeared in almost as perfect order as when she left the harbor only about three weeks before; indeed it seemed to us that like Shadrach, Meshech and Abednego, she had passed the fiery ordeal entirely unscathed. This was indeed a new state of things, and served not a little to increase the hope and confidence of the friends of our gallant navy throughout the Union.

Capt. Hull, being now called upon, if we remember right, to attend to the affairs of a deceased brother--gave up the command of the ship to Capt. William Bainbridge, who, with the same crew, shortly after sailed on another cruise to South America—the sloop of war Hornet, Capt. Lawrence, also under his command, from whom however he was soon after separated. On the 29th of December of the same year, while cruising about 10 leagues from the coast of Brazil she fell in with, and after a close engagement of nearly two hours captured, H. B. M. ship Java, of 49 guns and upwards of 400 men—Capt. Lambert being mortally wounded during the engagement. In addition to her full crew, the Java had upwards of one hundred supernumeraries on board—officers and seamen—to join the British ships of war on the East India station. Besides these there were a number of land officers; among the rest Lieut. Gen. Hislop, Major Walker and Capt. Wood.

This was one of the best contested battles that was fought during the war—the Java indeed only struck her flag, when every mast, bow-sprit and all had, one after another, gone by the board. Com. Bainbridge, in his official account, says—"The great distance from our own coast, and the perfect wreck we made of the enemy's frigate, forbade every idea of attempting to take her to the United States. I had therefore no alternative left but burning her, which I did on the 31st of December, after receiving all the prisoners and their baggage, which was very hard work, only having one boat left out of eight, and not one left on board the Java." After blowing her up, the Constitution returned to Boston, where she arrived on the 18th of February, 1813.

Well do we remember being at the Federal Street Theatre, when the news of this victory was announced from the stage by the manager, Mr. Powell; and shortly after, when the gallant Commodore, together with some of his officers appeared in one of the boxes, the whole house resounded for many

minutes with the cheering of the audience. The veteran Cooper, then in the prime of life, was in the second act of Macbeth, and although he stood a little behind the scenes, entirely forgetting the gracious Duncan he had murdered, we saw him swing his cap round with as much enthusiasm as any one.

In June 1813, Capt. Charles Stewart was appointed to her command, and on the 30th of December, she proceeded to sea, notwithstanding Boston was then blockaded by seven ships of war, and safely run the gauntlet through the whole of them. She returned on the 4th of April 1814, and was chased into Marblehead by two of the enemy's heavy frigates, La Nymphe and Junon.

About the middle of December 1814, she proceeded on her second cruise under Capt. Stewart, and on the 28th of Feb. off Madeira, fell in with and after a severe action of 40 minutes, succeeded in capturing H. B. M. ships Cyane of 34, and Levant of 21 guns, and 325 men. A more perfect specimen of nautical skill was probably never witnessed, than was exhibited throughout the whole of this memorable battle. The advantages of a divided force, or as the boys call it, of two upon one, are well known to all, particularly to men of naval science. A raking fire is almost always very sure to be decisive of the fate of a battle; and to have avoided this from either of her opponents, and with a leading breeze too, is indeed miraculous, especially when we recollect that the Constitution succeeded in raking both of her antagonists more than once during the engagement.

After taking possession of her prizes, the three ships made sail for the Cape de Verd Islands, and on the 10th of March came to anchor in the harbor of Port Praya, in the island of St. Jago. Two days after this, a squadron of the enemy hove in sight, consisting of the Newcastle and Leander, of 50 guns each, and the Acasta frigate of 40, the whole under the command of Sir George Collier, and in 7 minutes after the discovery was made, the Constitution with her two prizes had cut their cables, and were under way, being at this time only about gun shot to windward of the enemy. The Levant was recaptured. The Cyane had the good fortune to escape and now forms a part of our Navy. The Constitution continued her cruise, and shortly after returned to Boston, where she was for the third time received with every possible demonstration of joy and exultation. The last news from her had been brought by the Cyane, arrived at New York, when

the above squadron was left in chase, and she had heard a heavy cannonading shortly after losing sight of her, so that the most intense anxiety had for some time been entertained for her safety.

Peace had now been proclaimed, and to have lost this noble vessel and her gallant crew at this late hour, and after such a catalogue of glorious services too, would have cast a gloom over the whole country.

No wonder then that her safe arrival, after so many "moving accidents by flood and field;" and after having escaped so many perils of "the waters, winds and rocks"—should be greeted with such universal enthusiasm. Capt. Stewart not only received the thanks of Congress, but of almost every state legislature then in session, and from many quarters some more substantial marks of approbation.

After this, the old Ironsides was taken to the Navy Yard and immediately dismantled,—where she remained unemployed, we believe with a single exception till the spring of 1825, when she was again fitted out and sailed under the command of Capt. Daniel T. Patterson to join the squadron in the Mediterranean. She remained there about three years, after which she returned again to the United States, and as if to add one more to the many instances of good luck that have always attended her—she was so fortunate as to arrive and fire a federal salute in her native city, during the celebration of the 4th of July, 1828, and contributed not a little, as well by her beautiful appearance as by the delightful associations that were ever uppermost in the presence of such a glorious vessel, to heighten the splendor and add a zest to the festivities of the day.

We have now we believe briefly touched upon most of the leading incidents in the eventful history of this favorite ship; doubtless there are many others well worth recording, but which can be only known to those who at the time of their occurrence were on board of her. We have never been able to find any but very unsatisfactory accounts of her operations before Tripoli, and the other Barbary States. A complete and impartial history of the movements of our several squadrons in those seas from 1803 to the present moment, would not only prove extremely interesting, but as a matter of record would be invaluable.—We sincerely hope some competent person may be found who is willing to undertake it.

About twelve years since the Constitution was hove out and completely examined at the Navy Yard at Charlestown, when

her timbers, &c. were found to be in remarkable good order, a fact which, after twenty five years wear and tear and hard service, redounds not a little to the credit of the old fashioned mechanics of Boston.

In her actions with the Guerriere and Java she mounted 54 guns, and 52 when engaged with the Cyane and Levant, her armament being 30 long 24 pounders on the main deck and 24 32 pound carronades on the upper deck.—Her loss in the action with the Guerriere was killed and wounded, 14; with the Java, 34; and with the Cyane and Levant, 14 more —total 62. The Gurriere's loss, killed, wounded and missing, was 103; the Java's 161; Cyane's 38; Levant's 39— total 341, or in the proportion of five and a half to one. The prisoners were nearly one thousand.

The docking of "Old Ironsides" was a scene of the most lively interest, and excited the most general feeling. On the morning of the 24th of June, 1833, a very large concourse of spectators assembled at an early hour at the Navy Yard, Charlestown, awaiting with anxious expectation the scene so well calculated to awaken retrospections productive of the most agreeable association of occurrences connected with the history of the Navy of the United States.

At dawn of day, Capt. Smith, the executive officer of the Yard, proceeded with the splendid barge, prepared expressly for the occasion, and manned with sixteen seamen, all clad in a new and beautiful uniform of blue cotton fabric, the growth of the South, and the manufacture of the East, to the Boston side of the river to receive the President of the United States, the Secretaries of the Navy and War, and others of the President's suite, the Governor of Massachusetts, Lieut enant Governor and their suite. On their embarkation the National and State flags were hoisted and continued to wave in harmony and pride until the barge passed through the arch extending from the United States 74, Columbus, to the shear head, and decorated with the flags of all nations, and entered the basin at the Navy Yard. On the arrival of the barge, it being made known that the President was not in the company, but was detained at his lodgings in Boston by reason of ill health, a general expression of disappointment was depicted on every countenance.

The corps of marines who appeared in their usual splendor and were under the command of Lieut. Col. Freeman, received the distinguished visitors with the highest military honors, and conducted them on board the Constitution, where they

were received by Commodore Hull, to whom the command of the vessel had been politely given by Commodore Elliot, as we presume in consideration of his honorable connection with her history. By Commodore Hull the visitors were then introduced to the officers who had served on board the favorite ship in her successful engagements, and when this ceremony was finished, the broad pennant was lowered, and its place taken by the American ensign, under a salute of heavy cannon. Com. Hull, with trumpet in hand, then gave orders to open the gates of the Dock, which was immediately and successfully done, and the gallant ship floated proudly and safely into her granite cradle amid the roar of cannon, and the prolonged shouts of the spectators, to the national tune of "Yankee Doodle," and was shut out from the ocean on which she had been borne for the last thirty years, gaining glory for the country and the country's sons, and winning for herself that place in the heart of every American, which renders her almost a nation's idol. The steam engine was then set to work, and at 1 o'clock P. M. the water was all discharged by the pumps, and the ship properly secured, without an accident of any kind.

Before the company left the frigate a ceremony of a highly interesting character took place in the presentation of three canes, which Com. Elliot had caused to be made of the live oak, a part of the original frame of the Constitution. These canes were presented by Com. Hull, through the hands of a charming boy, George Washington Elliot, to Mr. Van Buren, for the President of the United States, as the firm supporter of the Constitution; to the Governor of Massachusetts as the Representative of the State in which the ship was built, and to Mr. Poinsett of S. C., as the Representative of the State where the live oak grew of which she was built.

"OLD IRONSIDES."

Ay! pull her tattered ensign down,
Long has it waved on high,
And many a heart has danced to see
That banner in the sky;
Beneath it rung the battle shout,
And burst the cannon's roar—
The meteor of the ocean air
Shall sweep the clouds no more.

Her deck, once red with heroes' blood,
Where knelt the vanquished foe,
When winds were hurrying o'er the flood
And waves were white below,
No more shall feel the conqueror's tread,
Or know the conquered knee;
The harpies of the shore shall pluck
The eagle of the sea!

Oh better that her shattered hulk
Should sink beneath the wave;
Her thunders shook the mighty deep
And there should be her grave.
Nail to the mast her holy flag,
Set every threadbare sail,
And give her to the god of storms—
The lightning and the gale!

BRITISH SHIP HIBERNIA.

The Hibernia sailed from Liverpool in Dec. 1832, bound to Van Dieman's Land, with two hundred and thirty-two emigrants. On the 5th of Feb. in lat. 4. 40 south, lon. 20. 30, at 11 A. M. the second mate went to the store-room to draw off some spirits, and was preparing to return on deck, when by some means he stumbled, and the lighted candle fell into the bucket of spirits which immediately ignited and dreadfully burnt the mate, who, in his confusion, overturned the bucket, and thus the burning liquid was spread all over the store-room, and communicated the flames to several casks of spirits in the said room. The flames spread so fast, in spite of every effort to prevent them, that at one P. M. all hope of saving the ship and property was abandoned. The master ordered the boats to be hoisted out; but the fire had increased so much that only a small quantity of provisions could be got at. The boats, being crowded with people, shoved off from the ship's side. The master would not leave the ship, but continued his exertions until the flames were coming through the hatchways, when he and the first mate threw themselves over

board, and shortly after the fire reached the rigging and spread from mast to mast. The boats had dropped astern for the purpose of saving as many lives as possible, and among those picked up were the master and first mate, quite exhausted by their great exertions to get the fire under. Being loaded almost to sinking, the boats now left the ship; containing —the long boat, fifty-three persons, pinnace, seventeen, and jolly-boat, ten. It was resolved that the master should take charge of the long-boat, the first mate of the pinnace, and the boatswain of the jolly-boat, and proceed to Pernambuco. Two compasses had been saved, as also the captain's chronometer, sextant, and a few charts, and the mate's quadrant, saved by the cabin boy. At five P. M. they left the wreck, which was burned almost to the water's edge. Numbers of unfortunates had in despair climbed the bowsprit, and other parts of the ship where the fire had not yet reached; the scene was shocking and heart-rending, from the impossibility of giving them any assistance.

The boats left with scarcely sufficient provisions to keep those in them alive, and damaged likewise by the salt water. Some fresh water had also been saved, but this was carried off by the pinnace, which deserted her companion in the most shameful manner. The first mate and a cabin passenger, called Atkinson, lay the blame of the proceeding to each other; each saying the other proposed to him to leave the long-boat to her fate. The jolly-boat had previously separated from her consorts.

The long-boat had made but little progress on the 10th of Feb. by which time all in her were so debilitated from fatigue and thirst, that they lost all hope. The boat, too, was leaky and required eight men to be constantly bailing her. A highly respectable gentleman (Mr. Ridley) died of exhaustion and want of nourishment.

On the 11th they descried a sail, which they made repeated signals to. These, however, would not have been perceived, had it not fortunately happened that a man was at the mast head putting up a vane. At half past 5 P. M. they were received on board the Sotus, which immediately changed her course for Rio Janeiro; and the unfortunates were treated, during the passage, with every kindness and attention. Ten minutes after being alongside, the boat sunk.

They arrived at Rio Janeiro on the 20th of Feb. and the Isabella, from the Mediterranean, arrived on the 21st, with the crew of the pinnace, who scarcely (at least some of

them,) deserved such good luck. The jolly-boat was still unheard of; so that of 232 persons only 69 escaped.

Several of the sufferers by this lamentable conflagration, were respectable people who were taking out their all.

THE BREAD-FRUIT TREE.

MUTINY OF THE SHIP BOUNTY.

The merchants and planters of the West India islands, having represented to his majesty that an essential benefit might be derived by introducing the bread-fruit as an article of food for the inhabitants of those islands, his majesty was graciously pleased to direct the board of Admiralty to equip a ship for this purpose. Accordingly one proper for such a voyage was purchased, and fitted up in a most commodious manner to receive the plants. She was named the Bounty, her burden about two hundred and fifteen tons, and the command conferred on Lieutenant W. Bligh, who had sailed as master with Capt. James Cook, on his voyage of discoveries. The whole crew consisted of forty-six.

On the 4th of November, 1787, the Bounty arrived at Spithead, and on the 24th of the same month, Mr. Bligh received

his final orders from the Admiralty, which were to proceed round Cape Horn to the Society islands, there to take on board as many of the bread-fruit trees and plants as may be thought necessary, from thence to proceed through Endeavor Straights, to Prince's Island on the Straights of Sunda, or if it should be more convenient, to pass on the eastern side of Java, to some port on the north side of that island, where any bread-fruit trees which may have been injured, or have died, may be replaced by mangosteens, duriens, and other fruit trees of that quarter, as well as the rice plant which grows upon dry land. From Prince's Island, or the island of Java, to return by the Cape of Good Hope to the West Indies, and deposite one half of the trees and plants at his Majesty's Botanical garden at St. Vincent, for the benefit of the Windward Islands; then to go on to Jamaica, and having delivered the remainder to Mr. East, or such other persons as may be authorized by the governor and council to receive them, to refresh the people and return to England.

As the season might be too far advanced for effecting a passage round Cape Horn, the Admiralty gave Mr. Bligh discretional orders in this case, to go round the Cape of Good Hope.

On the 23d of December, the Bounty sailed from Spithead. On the 6th of January, 1788, she anchored in Santa Cruz road, on the island of Teneriff. On the 10th, having taken on board wine and other refreshments, Mr. Bligh proceeded on his voyage. On the 20th of March the coast of Terra del Fuego was discovered; from this time they began to experience very tempestuous weather, the winds in general blowing with great violence from the westward, attended with frequent snow and hail-storms. Mr. Bligh struggled with great perseverance against these troubles for thirty days; and then came to the resolution of bearing away for the Cape of Good Hope, where he arrived on the 23d of May. While at the Cape Mr. Bligh procured such plants and seeds as he thought would be valuable at Otaheite, or any other place at which he might stop. On the 1st of July he sailed from the Cape, and shaped his course for New Holland; the southern promontory of which he made on the 19th of August. The next day he anchored in Adventure Bay: here the ship was refitted; the only fresh water to be procured was what had lodged in deep pits and gullies after the rainy season: it was found perfectly sweet and good.

This part of the coast of New Holland abounds in large forest-trees, some running to the height of one hundred and fifty feet; one in particular which was seen by the Bounty's people, measured thirty-two feet in girth. The wood of these trees is in general firm, but of too heavy and solid a nature for masts, though it might answer extremely well for ship-building. On the trunk of a decayed tree was observed to have been cut with a knife, the letters, "A. D. 1773," which is supposed to have been done by some of Capt. Furneaux's people who were at this place in the March of that year.

The natives who were seen, were perfectly naked, extremely wild, but inoffensive. Mr. Bligh held out every friendly encouragement to have an intercourse with them, but without effect.

Previous to their leaving Adventure Bay, Mr. Nelson, the botanist, planted some apple and other fruit trees, and sowed various kinds of seeds. On the 4th of September they sailed from hence, and steering to the S. E. arrived on the 26th of October in Matavai Bay, in the island of Otaheite.

Mr. Bligh immediately set about executing the object of his voyage; for which purpose the botanists were sent on shore, in search of, and to collect the bread-fruit plants, in which they found no difficulty, receiving every assistance from the natives, with whom the greatest friendship and intimacy subsisted during their continuance at this island.

On the 31st of March, 1789, having collected as many of the trees and plants as could be conveniently stowed, they were taken on board to the number of one thousand and fifteen, contained in seven hundred and seventy-four pots, thirty-nine tubs, and twenty-six boxes; besides several other plants of various descriptions. The Bounty being now ready for sea, Mr. Bligh made the farewell presents to his friends, many of whom expressed a great desire to accompany him to England, and shewed evident signs of regret at their departure.

On the 4th of April, they took a last and affectionate leave of their hospitable Otaheiten friends, and put to sea; pursuing nearly the same tract to the Friendly Islands with former navigators; on the morning of the 10th, an island and several small keys near it were discovered; the island had a most beautiful appearance, it was covered with cocoa nut and other trees, interspersed with beautiful lawns. The next day a canoe came off with some of the natives, who were extremely familiar, and spoke a similar language to those of Otaheite

They said the island was Wytootackee. Its circumference is about ten miles; lat. 18. 50, south, lon. 200. 19, east.

On leaving this island, they proceeded for the Friendly Islands, and on the 23d anchored at Annamooka; at this place Mr. Bligh saw an old man, who he remembered when he was here with Capt. Cook, in the year 1777, from whom he learnt that several of the cattle which had been then left were still alive and had bred. Mr. Bligh had also the satisfaction to see that most of the seeds which had been sown at that time had succeeded, especially the pines, of which fruit the natives were very fond.

On the 27th, having completed taking on board wood and water, and procured some bread-fruit plants to replace those which were dead or sickly, they sailed from Annamooka.

A scene as unexpected as deplorable was now about to present itself, which rendered the object of the voyage, after all Mr. Bligh's exertions, ineffectual.

This individual's bearing towards his officers and crew as it was afterwards proved, had never been of the most gentle or conciliating kind; indeed, he had frequently indulged in the coarsest and most brutal language towards them, and his acts were often oppressive in the extreme. In the afternoon of the 27th, Lieut. Bligh came upon deck, and missing some of the cocoa nuts which had been piled up between the guns, said they had been stolen, and could not have been taken away without the knowledge of the officers, all of whom were sent for and questioned on the subject. On their declaring that they had not seen any of the people touch them, he exclaimed, "Then you must have taken them yourselves;" and proceeded to inquire of them separately how many they had purchased. On coming to Mr. Christian, that gentleman answered, "I do not know, sir; but I hope you do not think me so mean as to be guilty of stealing yours." Mr Bligh answered, "yes, you d———d hound, I do—you must have stolen them from me, or you would be able to give a better account of them;" then turning to the other officers, he said, "God d—n you, you scoundrels, you are all thieves alike and combine with the men to rob me: I suppose you will steal my yams next; but I'll sweat you for it, you rascals—I'll make half of you jump overboard before you get through Endeavor Straits." This threat was followed by an order to the clerk "to stop the villains' grog, and give them but half a pound of yams to-morrow; if they steal them, I'll reduce them to a quarter."

On the morning of the 28th of April, just before sun-rise, Mr. Christian, one of the mates, (who had for some time been intrusted with the charge of the third watch), accompanied by the master at arms, gunner's mate, and Thomas Burkett, a seaman, entered Mr. Bligh's cabin while he was asleep, and seizing him, bound his hands behind his back, at the same time threatening instant death if he resisted or made the least noise. Not intimidated by their threats, Mr. Bligh resolutely called for assistance, but the mutineers had taken care, previously, to secure all those who were not concerned in their diabolical scheme. They then pulled him from his bed, and forced him upon deck, with nothing on him but his shirt, where a guard was placed over him. The boatswain was ordered to hoist the launch out, which being done, Mr. Hayward and Mr. Hallet, midshipmen, Mr. Samuel, the clerk, with some others, were directed to go into her. Mr. Bligh frequently remonstrated with his people on the impropriety and violence of their proceedings, and endeavored to persuade them to return to their duty ; but all his efforts proved ineffectual : the only reply he could obtain was, "hold your tongue sir or you are dead this instant."

The officers who were confined below, were next called upon deck and forced into the boat. The mutineers were some time undecided whether they should detain the carpenter or his mate ; at length, after much altercation, it was determined that the carpenter should go into the boat ; and it was not without much opposition that they permitted him to take his tool-chest with him. Upon which some of them swore, that "he (meaning Mr. Bligh) would find his way home if he gets any thing with him, and that he would have a vessel built in less than a month." While others turned their miserable situation into ridicule, little expecting, from the boat being so deep and crowded, that she could long keep the sea. All those now being in the boat who were intended to accompany their unfortunate commander, Christian addressed him, saying, —"Come, Capt. Bligh, your officers and men are now in the boat, and you must go with them ; if you attempt to make the least resistance you will instantly be put to death." He was then forced over the side, and his hands unbound. When they were putting him out of the ship, Mr. Bligh looked stedfastly at Christian, and asked him, if his treatment was a proper return for the many instances he had received of his friendship ? At this question he seemed confused, and answered with much emotion,—"That, Capt. Bligh,——that is the thing ;——I am in hell—I am in hell."

The boat was veered astern, and soon after cast adrift, amidst the ridicule and scoffs of these deluded and unthinking men, whose general shout was, "huzza for Otaheite." The armorer and carpenter's mate called on Mr. Bligh, and begged him to remember that they had no hand in the transaction, and some others seemed to express by their manner a contrition for having joined in the mutiny.

As no complaints had been made or dissatisfaction shown, Mr. Bligh was at a loss how to account for this sudden and unexpected change in the disposition of his people; unless it rose from the temptations held out to them by the chiefs of Otaheite, who were much attached to the English, and allured them by promises of large possessions if they would remain behind; this, in addition to the connexion which they had formed with the women, whom Mr. Bligh describes as handsome, mild and cheerful in their manners and conversation; possessed of great sensibility, and having sufficient delicacy to make them admired and beloved.

Although these were perhaps among the inducements which led to the mutiny, there is no doubt but that Bligh's intemperate language and insulting demeanor were the chief causes of the unhappy deed. It is pretty evident, that the mutiny was not, as Bligh in his narrative stated it to have been, the result of a conspiracy. It appears from the minutes of the court-martial, which was afterwards instituted, that the whole affair was planned and executed between the hours of four and eight on the morning of the 28th of April, when Christian had the watch upon deck; that Christian, unable longer to bear the abusive language, had meditated his own escape from the ship the day before, choosing to trust himself to fate rather than submit to the constant upbraiding to which he had been subject; but the unfortunate business of the cocoa nuts drove him to the commission of the rash and felonious act which ended, as such criminal acts usually do, in his own destruction and that of a great number of others, many of whom were wholly innocent.

The following persons were those turned adrift with Mr. Bligh in the boat.

John Fryer, master.
Thos. Ledwood, acting surgeon; he was never heard of after Mr. Bligh left Batavia.
T. Hayward,
J. Hallet,
John Norton, quarter-master; killed by the natives at Tosoa.

D. Nelson, botanist ; died at Batavia.
Wm. Peckover, gunner.
Wm. Cole, boatswain.
Wm. Purcill, carpenter.
Wm. Elphilstone, master's mate ; died at Batavia.
P. Linkletter, quarter-master ; died at Batavia.
L. Lebogue, sail maker.
John Smith, cook.
Thos. Hall, ditto ; died at Batavia.
Robert Tinkler, boy.

There remained in the Bounty.

Fletcher Christian, master's mate.
P. Heywood, E. Young, G. Stewart, midshipmen.
J. Mills, gunner's mate.
Thos. M'Intosh, of carpenter's crew.
C. Churchill, master at arms.
Joseph Coleman, armorer.
Wm. Brown, gardener ; and 14 able seamen.

Before the boat was cast off, Mr. Bligh begged that some arms might be handed into her ; but these unfeeling wretches laughed at him, and said "he was well acquainted with the people among whom he was going, and therefore did not want them." They, however, threw four cutlasses into the boat.

Their whole stock of provisions consisted of one hundred and fifty pounds of bread, sixteen pieces of pork, six quarts of rum, with twenty-eight gallons of water ; there were also four empty barrocoes in the boat. The boatswain had been allowed to collect a small quantity of twine, some canvass, lines, and cordage. Mr. Samuel, the clerk, had been also permitted to take a quadrant and compass ; but he was forbidden on pain of death to touch either chart, ephemeris, book of astronomical observations, sextant, time-keeper, or any of the surveys or drawings which Mr. Bligh had been collecting for fifteen years. Mr. Samuel had the good fortune to secure Mr. Bligh's journal and commission, with some other material ship's papers.

At the time the boat left the ship they were about ten leagues from Tosoa. Mr. Bligh's first determination was to steer for this place, to seek a supply of bread-fruit and water, from thence to Tongataboo, and there to solicit the king to suffer him to equip the boat, and grant them such a supply of water and provisions, as might enable them to reach the East Indies. Arriving at Tosoa, they found the natives unfriendly and hostile ; and availing themselves of the defenceless state

of the English, attacked them violently with stones, so that the supply they got here was very scanty. It was indeed with some difficulty they escaped being entirely cut off by the natives; which most probably would have been the case, had not one of the crew (John Norton) resolutely jumped on shore and cast off the stern-fast of the boat; this brave fellow fell a sacrifice to preserve the lives of his companions; he was surrounded and inhumanly murdered by these savages.

The reception they met at Tosoa, gave them little encouragement to touch at Tongataboo; as it was evident that the former good behavior of these people proceeded more from the dread of fire arms, than a natural disposition to be friendly.

It now seemed the general wish of all in the boat, that Mr. Bligh should conduct them towards home. He pointed out to them that no hopes of relief remained, excepting what might be found at New Holland, or the island of Timor, which was at the distance of full one thousand and two hundred leagues; and that it would require the greatest economy to be observed, with regard to the scanty allowance which they had to live upon for so long a voyage. It was therefore agreed by the whole crew, that only an ounce of bread, and a quarter of a pint of water should be issued to each person per day. After Mr. Bligh had recommended to them in the most solemn manner not to depart from the promise they had made; he on the 2d of May bore away, and shaped his course for New Holland, across a sea little explored, in a boat only twenty-three feet in length, six feet nine inches in breadth, and two feet nine inches deep, with eighteen persons on board, and heavy laden. The next day they encountered a violent storm, the boat shipped such a quantity of water, that it was by great exertions and with the utmost difficulty she could be kept afloat. The day following it moderated. On the 5th, they saw and passed a cluster of islands, continuing their course to the northwest. Hitherto they had not been able to keep any other account than by guess; but had now succeeded in getting a log-line marked, and by a little practice, some could count the seconds with a tolerable degree of exactness. The miserable and confined state in which they were, induced Mr. Bligh to put his crew to watch and watch, so that one half might be on the look out, while the others lay down in the boat's bottom, or upon a chest; even this gave but a trifling alleviation to their sufferings; being exposed to constant wet and cold, and not having room to stretch their limbs, they became often so dreadfully cramped, as to be incapable of moving them.

On the 7th, another group of islands was seen, from whence they observed two large canoes in pursuit of them, one of which at four o'clock in the afternoon, had arrived within two miles of the boat, when she gave over the chase and returned in shore. Mr. Bligh imagined from their direction and vicinity to the Friendly Islands these must have been the Fegee Islands.

On the 8th, the weather was moderate and fair, which gave them an opportunity to dry their clothes, and clean out the boat. Mr. Bligh also amused the people, by relating to them a description of New Guinea and New Holland, with every information in his power, that in case any accident happened to him, the survivor might be able to pursue their course to Timor; which place they before knew nothing of except by name.

On the 10th, the weather again began to be extremely boisterous, with constant rain and frequent thunder and lightning; the sea was so rough, as often to break over the boat; so that they were forever baling, and often in imminent danger of perishing; in addition to their misfortunes, the bread was damaged by the salt water; their clothes never being dry, they derived no refreshment from the little rest they sometimes got; and many were so benumbed and cramped by the cold, that they were afflicted with violent shiverings and pains in the bowels. As the weather still continued tempestuous, Mr. Bligh, as an expedient, recommended to every one to strip, and wring their clothes in the salt-water, which had a good effect, and produced a warmth, that while wet with the rain they could not have.

On the 14th they saw a number of islands, which appeared to be a new discovery, but as they lie so near the New Hebrides, they may be considered as a part of that group. Their latitude from 13 deg. 16 min. to 14 deg. south, longitude 110 deg. 67 min. 17 min. to 168 deg. 34 min. east from Greenwich; to these they gave the name of Bligh's Islands.

On the 24th it was thought necessary to reduce their already miserable pittance; it was accordingly agreed that each person should receive one 25th part of a pound of bread for breakfast, and the same quantity for dinner; so that by omitting the allowance for supper, they would have forty-three days provisions.

The next day they saw several noddies and other sea fowl, some of which they were so fortunate as to catch, and served them out as a part of the allowance. The sight of the birds

indicated their being in the neighborhood of land. The weather was now more serene ; but even this became distressing to them ; the heat of the sun was so intense, that many of the people were seized with a languor and faintness, which made life indifferent. At one in the morning on the 29th, breakers were discovered about a quarter of a mile distant under their lee ; they immediately hauled off and were soon out of danger. At daylight, they again stood in and discovered the reef, over which the sea broke furiously. Steering along the edge of it, an opening was soon observed, through which the boat passed ; a small island which lay within the reef of a moderate height, Mr. Bligh named Island of Direction, as it serves to show the entrance of the channel ; its latitude is 12 deg. 51 min. south. As they advanced within the reef, the coast of New Holland began to show itself distinctly — They landed in a fine sandy bay on an island near the main : here they found plenty of oysters, water, and berries, which to men in their deplorable condition were looked upon as luxuries. After a more comfortable repose than they had experienced for many nights, they were preparing the next day to depart, when about twenty natives made their appearance on the opposite shore, running and hallooing, at the same time making signs to land. Each was armed with a spear or lance ; several others were seen peeping over the tops of the adjacent hills. Mr. Bligh finding that he was discovered, judged it most prudent to make the best of his way to sea. He named the island on which they landed Restoration Island ; as it was not only applicable to their own situation, but the anniversary of King Charles's Restoration when it was discovered ; its observed latitude 12 deg. 39 min. south.

As the boat sailed along the shore, many other parties of the natives came down, waving green boughs as a token of friendship ; but Mr. Bligh, suspicious of their intentions would not venture to land. These people were naked, with black and woolly hair.

On the 31st they landed on a small island, in order to get a distinct view of the coast ; from thence, after making a hearty meal on oysters, they again put to sea, steering along the shore, often touching at the different islands and keys to refresh themselves, and get such supplies as they afforded. On the 3d of June, they had passed through Endeavor Straits, and were once more launched into the open ocean, shaping their course for the island of Timor, which they were encouraged to expect they might reach in eight or ten days. A con

tinuance of wet and tempestuous weather, affected even the stoutest among them to such a degree, from incessant fatigue, that many showed evident signs of approaching dissolution. Mr. Bligh used every effort to revive their drooping spirits, and comforted them with a hope that they would soon arrive at a port where their distresses would be relieved.

At three o'clock in the morning, on the 12th of June, to their inexpressible joy, the island of Timor was discovered; and on the 14th they arrived at the Dutch settlement of Coupang. Nothing could exceed the friendly and hospitable reception they met with from the governor, Mr. Van Este, who was lying almost at the point of death; he regretted that his infirmity should prevent him from officiating as a friend himself, but assured Mr. Bligh that he would give such orders, as should procure him and his fellow sufferers every assistance in his power; he accordingly committed them to the care of Mr. Wanjen, his son-in-law, who, with the other principal persons of Coupang, rendered their situation comfortable during the time they staid among them.

Mr. Bligh presented the governor a formal account of the loss of the ship Bounty; and a requisition in his Majesty's name, that instructions might be sent to all the Dutch settlements, to stop the ship if she should touch at any of them; with a list and description of the mutineers.

A short time after their arrival at Coupang, by the humane and kind attention of the Dutch inhabitants, they had so much recovered their health, and strength, that Mr. Bligh purchased a schooner for one thousand rix dollars, to convey them to Batavia before the October fleet should sail for Europe. This vessel was named the Resource; and by the assistance and friendship of Mr. Wanjen, (to whose liberal and hospitable treatment they were all much indebted), Mr. Bligh was able to procure four brass swivels, fourteen stand of arms, and some ammunition, which was necessary to protect them against the pirates who infest the coast of Java.

On the 20th of July, Mr. David Nelson, the botanist, died of an inflammatory fever; he was a man much respected, and of great scientific knowledge. This was his second voyage to the South Seas in the capacity of botanist.

The schooner being ready for sea, on the 30th August Mr. Bligh and his crew took an affectionate leave of their benefactors, and sailed from Coupang, with the launch that had preserved their lives, in tow.

On the 1st of October they arrived in Batavia road. The

next day Mr. Bligh was taken so extremely ill, that he was obliged to be moved into the country. Shortly after the Dutch surgeon-general represented to him that his complaint was of such a nature, that unless he quitted the air of Batavia, it might prove fatal. In consequence of this, Mr. Bligh applied to the governor-general for permission to return to Europe by the fleet which was on the point of sailing; which being granted, he took his passage on board a Dutch packet, and sailed from Batavia on the 16th of October, 1789; the governor promising him that the remainder of his crew should be sent home by the earliest opportunity. On the 14th of March, 1790, he arrived in England. Out of the nineteen who were in the boat when she left the ship, only twelve lived to return to their native country.

The tide of public applause set as strongly in favor of Bligh, on account of his sufferings and the successful issue of his daring enterprise, as its indignation was launched against Christian and his associates, for the audacious and criminal deed they had committed. Bligh was promoted by the Admiralty to the rank of commander, and speedily sent out a second time to transport the bread-fruit to the West Indies, which he without the least obstruction, successfully accomplished; and his majesty's government was no sooner made acquainted with the atrocious act of piracy and mutiny, than it determined to adopt every possible means to apprehend and bring to condign punishment the perpetrators of so foul a deed. For this purpose, the Pandora frigate of twenty-four guns, and one hundred and sixty men, was despatched, under the command of Captain Edward Edwards, with orders to proceed in the first instance to Otaheite, and, not finding the mutineers there, to visit the different groups of the Society and Friendly Islands, and others in the neighboring parts of the Pacific, using his best endeavors to seize and bring home in confinement the whole or such part of the delinquents as he might be able to discover.

This voyage was in the sequel almost as disastrous as that of the ship Bounty, but from a different cause. The waste of human life was much greater, occasioned by the wreck of the ship, in returning; and the distress experienced by the crew was not much less, owing to the famine and thirst they had to suffer in a navigation of eleven hundred miles in open boats; but the captain succeeded in fulfilling a part of his instructions, by taking fourteen of the mutineers, of whom ten were brought safe to England, the other four being drowned when the ship was wrecked. Soon after their arrival, a court-martial assem-

bled to try the prisoners, on board his majesty's ship Duke, on the 12th of September, 1792. Against seven of the ten the charges of mutiny were proved, and they were adjudged worthy of death; two of them, however, Peter Heywood and James Morrison were earnestly recommended by the court to his majesty's mercy, and they were pardoned accordingly. Heywood, who at the time of the mutiny was but sixteen years of age, was very honorably and fully acquitted in public opinion of any participation in the deeds, and he afterwards rose to distinction, without any invidious suspicion being attached to him. He died in the year 1831, leaving behind him a high and unblemished character in that service of which he was a most honorable, intelligent, and distinguished member. The remaining five of the convicts were hung pursuant to sentence.

Twenty years had passed away, and the Bounty, and Fletcher Christian, and the piratical crew that he had carried off with him in that ship, had long ceased to occupy a thought in the public mind. It happened, however, that an accidental discovery, as interesting as it was wholly unexpected, was brought to light in consequence of an American trading vessel having, by mere chance, approached one of these numerous islands in the Pacific, against whose steep and iron-bound shore the surf almost everlastingly rolls with such tremendous violence as to bid defiance to any attempts of boats to land, except at particular times and in very few places.

Captain Folger, of the American brig Topaz of Boston, in September, 1808, landed on Pitcairn's Island in latitude 25 2 south, longitude 130 west, where he found an Englishman, of the name of Alexander Smith, the only person remaining of nine that had escaped in the Bounty. Smith related that, after putting Capt. Bligh in the boat, Christian took command of the ship and went to Otaheite, where many of the crew left her, except Christian, Smith, and seven others, who each took wives, and six Otaheitan men-servants, and shortly after arrived at Pitcairn's Island, where they ran the ship ashore and broke her up; this event took place in the year 1790.

About four years after their arrival (a great jealousy existing), the Otaheitans secretly revolted, and killed every Englishman except Smith, whom they severely wounded in the neck with a pistol ball. The same night, the widows of the deceased Englishmen arose and put to death the whole of the

Otaheitans, leaving Smith the only man alive upon the island, with eight or nine women and several children. On his recovery, he applied himself to tilling the ground, so that it now produced plenty of yams, cocoa-nuts, bananas, plantain, hogs and poultry in abundance. There were some grown-up men and women, children of the mutineers, on the island, the whole population amounting to about thirty-five, who acknowledged Smith as father and commander of them all; they all spoke English, and had been educated by him in a moral and religious way.

It was asserted by the second mate of the Topaz, that Christian, the ringleader, became insane shortly after taking up his abode on the island, and threw himself off the rocks into the sea. It is clear enough that this misguided and ill-fated young man was never happy after the rash and criminal step he had taken. He was always sullen and morose, and committed so many acts of wanton oppression as very soon incurred the hatred of his companions. According to the account of Smith, or as he was usually called, John Adams, the cause of Christian's death was his having forcibly seized on the wife of one of the Otaheite men, which so exasperated the rest that they not only sought the life of the offender, but of others also who might, as they thought, be disposed to pursue the same course The manner of Christian's death still remains uncertain; certain it is, that however far he might escape from the reach of justice there was no escaping from

> "Those rods of scorpions and those whips of steel
> Which conscience shakes."

Pitcairn's Island was visited in 1814 by his majesty's frigates, the Briton and the Tagus, by which the account of Captain Folger was confirmed. From the time of this visit nothing more was heard of Adams and his family for nearly twelve years, when, in 1825, Captain Beechey, in the Blossom, bound on a voyage of discovery, touched at Pitcairn's Island. He found the descendants of the mutineers increased to sixty-six; the females were modest, handsome, and pleasing, and the males added a wonderful degree of strength and agility to a beautiful symmetry of form. Adams had introduced into his little society, the most salutary laws and regulations, which he had drawn from the bible, and seemed desirous to atone for his past misconduct by training up the rising generation in piety and virtue. The death of this old patriarch took place in March, 1829, and he was sincerely lamented by

the infant colony. It has recently been stated in the newspapers, that owing to a deficiency of water at Pitcairn's Island, the descendants of the mutineers had all emigrated to Otaheite : but there being disgusted with the dissolute and immoral behavior of the islanders, they had returned to the place of their birth to escape the contamination of vice and intemperance

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NARRATIVE OF CAPTAIN LINCOLN,

Who was taken by the Pirates, off Cape Cruz, Dec. 17, 1821, *and subsequently left, with his crew, to perish on a desolate island.*

I have reluctantly yielded to the urgent solicitations of friends, to give a short narrative of the capture, sufferings and escape of myself and crew, after having been taken by a piratical schooner, called the Mexican, December, 1821. The peculiar circumstances attending our situation, gave us ample opportunity for learning the character of those cruisers which have lately infested our southern coasts, destroying the lives and plundering the property of so many peaceable traders. If this narrative should effect any good, or urge our government to still more vigorous measures for the protection of our commerce, my object will be attained.

I sailed from Boston bound for Trinidad, in the Island of Cuba, on the 13th November, 1821, in the schooner Exertion, burden one hundred and seven tons, owned by Messrs. Joseph Ballister and Henry Farnam, with a crew consisting of the following persons :—

Joshua Bracket,	mate,	Bristol,
David Warren,	cook,	Saco,
Thomas Goodall,	seaman,	Baltimore,
Thomas Young,	"	Orangetown,
Francis de Suze,	"	St. John's,
George Reed,	"	Greenock, Scotland

The cargo consisted of flour, beef, pork, lard, butter, fish beans, onions, potatoes, apples, hams, furniture, sugar box shooks, &c. invoiced at about eight thousand dollars. Nothing remarkable occurred during the passage, except much bad weather, until my capture, which was as follows :—

Monday, December, 17th, 1821,—commenced with fine breezes from the eastward. At daybreak saw some of the islands northward of Cape Cruz, called keys—stood along northwest ; every thing now seemed favourable for a happy termination of our voyage. At three o'clock, P. M. saw a sail coming round the Keys, into a channel called Boca de Cavolone by the chart, nearly in latitude 20, 55, north, longitude 79, 55, west, she made directly for us with all sail set, sweeps on both sides (the wind being light) and was soon near enough for us to discover about forty men on her deck, armed with muskets, blunderbusses, cutlasses, long knives, dirks, two carronades, one a twelve, the other a six pounder; she was a schooner, wearing the Patriot flag, (blue white and blue) of the Republic of Mexico. I thought it not prudent to resist them, should they be pirates, with a crew of seven men, and only five muskets ; accordingly ordered the arms and ammunition to be immediately stowed away in as secret a place as possible, and suffer her to speak us, hoping and believing that a republican flag indicated both honor and friendship from those who wore it, and which we might expect even from Spaniards. But how great was my astonishment, when the schooner having approached very near us, hailed in English, and ordered me to heave my boat out immediately and come on board of her with my papers. Accordingly my boat was hove out, but filled before I could get into her. I was then ordered to tack ship and lay by for the pirate's boat to board me; which was done by Bolidar, their first lieutenant, with six or eight Spaniards, armed with as many of the before mentioned weapons as they could well sling about their bodies. They drove me into the boat and two of them rowed me to their privateer, (as they called their vessel,) where I shook hands with her commander, Captain Jonnia, a Spaniard, who before looking at my papers, ordered Bolidar, his lieutenant, to follow the Mexican in, back of the Key they had left, which was done. At 6 o'clock, P. M. the Exertion was anchored in eleven feet water, near their vessel, and an island, which they called Twelve League Key. (called by the chart Key Largo,) about thirty or thirty-five leagues from Trinidad After this strange conduct they began examining my papers by

a Scotchman who went by the name of Nickola, their sailing master. He spoke good English, had a countenance rather pleasing, although his beard and mustachios had a frightful appearance—his face, apparently full of anxiety, indicated something in my favor ; he gave me my papers saying "take good care of them, for I am afraid that you have fallen into bad hands." The pirate's boat was then sent to the Exertion with more men and arms ; a part of them left on board her ; the rest returning with three of my crew to their vessel ; viz. Thomas Young, Thomas Goodall, and George Reed—they treated them with something to drink, and offered them equal shares with themselves, and some money, if they would enlist, but they could not prevail on them. I then requested permission to go on board my vessel which was granted, and further requested Nickola should go with me, but was refused by the captain, who vociferated in a harsh manner, "No, No, No," accompanied with a heavy stamp upon the deck. When I got on board, I was invited below by Bolidar, where I found they had emptied the case of liquors, and broken a cheese to pieces and crumbled it on the table and cabin floor ; the pirates elated with their prize, (as they called it,) had drank so much as to make them desperately abusive. I was permitted to lie down in my birth ; but reader, if you have ever been awakened by a gang of armed desperadoes, who have taken possession of your habitation in the midnight hour, you can imagine my feelings. Sleep was a stranger to me, and anxiety was my guest. Bolidar, however, pretended friendship, and flattered me with the prospect of being soon set at liberty. But I found him, as I suspected, a consummate hypocrite; indeed, his very looks indicated it. He was a stout and well built man, of a dark, swarthy complexion, with keen, ferocious eyes, huge whiskers, and beard under his chin and on his lips four or five inches long ; he was a Portuguese by birth, but had become a naturalized Frenchman—had a wife, if not children, (as I was told) in France, and was well known there as commander of a first rate privateer. His appearance was truly terrific ; he could talk some in English, and had a most lion-like voice.

Tuesday, 18th.—Early this morning the captain of the pirates came on board the Exertion ; took a look at the cabin-stores, and cargo in the state rooms, and then ordered me back with him to his vessel, where he, with his crew, held a consultation for some time, respecting the cargo. After which, the interpreter, Nickola, told me that "the captain had or pretend-

ed to have a commission under General Traspelascus, commander in chief of the republic of Mexico, authorizing him to take all cargoes whatever of provisions, bound to any Spanish royalist port—that my cargo being bound to an enemy's port, must be condemned ; but that the vessel should be given up and put into a fair channel for Trinidad where I was bound." I requested him to examine the papers thoroughly, and pernaps he would be convinced to the contrary, and told him my cargo was all American property taken in at Boston and consigned to an American gentleman agent at Trinidad. But the captain would not take this trouble, but ordered both vessels under way immediately, and commenced beating up amongst the Keys through most of the day, the wind being very light. They now sent their boats on board the Exertion for stores, and commenced plundering her of bread, butter, lard, onions, potatoes, fish, beans, &c. took up some sugar box shooks that were on deck, and found the barrels of apples ; selected the best of them, and threw the rest of them overboard. They inquired for spirits, wine, cider, &c. and were told "they had already taken all that was on board." But not satisfied they proceeded to search the state rooms and forecastle, ripped up the floor of the latter and found some boxes of bottled cider, which they carried to their vessel, gave three cheers, in an exulting manner to me, and then began drinking it with such freedom, that a violent quarrel arose between officers and men, which came very near ending in bloodshed. I was accused of falsehood, for saying they had already got all the liquors that were on board, and I thought they had ; the truth was, I never had any bill of lading of the cider, and consequently had no recollection of its being on board ; yet it served them as an excuse for being insolent. In the evening peace was restored and they sung songs. I was suffered to go below for the night, and they placed a guard over me, stationed at the companion way.

Wednesday, 19th, commenced with moderate easterly winds, beating towards the northeast, the pirate's boats frequently going on board the Exertion for potatoes, fish, beans, butter, &c. which were used with great waste, and extravagance. They gave me food and drink, but of bad quality, more particularly the victuals, which was wretchedly cooked. The place assigned me to eat was covered with dirt and vermin. It appeared that their great object was to hurt my feelings with threats and observations, and to make my situation as unpleasant as circumstances would admit. We came to anchor near

a Key, called by them Brigantine, where myself and mate were permitted to go on shore, but were guarded by several armed pirates. I soon returned to the Mexican and my mate to the Exertion, with George Reed one of my crew; the other two being kept on board the Mexican. In the course of this day I had considerable conversation with Nickola, who appeared well disposed towards me. He lamented most deeply his own situation, for he was one of those men, whose early good impressions were not entirely effaced, although confederated with guilt. He told me "those who had taken me, were no better than pirates, and their end would be the halter; but," he added, with peculiar emotion, "I will never be hung as a pirate," showing me a bottle of laudanum which he had found in my medicine chest, saying "if we are taken, that shall cheat the hangman, before we are condemned." I endeavoured to get it from him, but did not succeed. I then asked him how he came to be in such company, as he appeared to be dissatisfied. He stated "that he was at New Orleans last summer out of employment, and became acquainted with one Captain August Orgamar, a Frenchman, who had bought a small schooner of about fifteen tons, and was going down to the bay of Mexico to get a commission, under General Traspelascus, in order to go a privateering under the patriot flag. Captain Orgamar made him liberal offers respecting shares, and promised him a sailing master's birth, which he accepted and embarked on board the schooner, without sufficiently reflecting on the danger of such an undertaking. Soon after she sailed from Mexico; where they got a commission, and the vessel was called Mexican. They made up a complement of twenty men, and after rendering the general some little service, in transporting his troops to a place called ——— proceeded on a cruise; took some small prizes off Campeachy; afterwards came on the south coast of Cuba, where they took other small prizes and the one which we were now on board of. By this time the crew were increased to about forty, nearly one half Spaniards, the others Frenchmen and Portuguese. Several of them had sailed out of ports in the United States, with American protections; but, I confidently believe, none are natives, especially of the northern states.* I was careful in examining the men, being desirous of knowing if any of my

* The Spaniards at Havana have been in the habit of saying to those who arrive there, after suffering the horrid abuse of cutting, beating, hanging, robbing, &c. "it is your countrymen that do this."

countrymen were among this wretched crew; but am satisfied there were none, and my Scotch friend concurred in the opinion. And now with a new vessel, which was the prize of these plunderers, they sailed up Manganeil Bay; previously, however, they fell in with an American schooner, from which they bought four barrels of beef, and paid in tobacco. At the Bay was an English brig belonging to Jamaica, owned by Mr. John Louden of that place. On board of this vessel the Spanish part of the crew commenced their depredations as pirates, although Captain Orgamar and Nickola protested against it, and refused any participation; but they persisted, and like so many ferocious blood-hounds, boarded the brig, plundered the cabin stores, furniture, captain's trunk, &c. took a hogshead of rum, one twelve pound carronade, some rigging and sails. One of them plundered the chest of a sailor, who made some resistance, so that the Spaniard took his cutlass and beat and wounded him without mercy. Nickola asked ed him "why he did it?" the fellow answered "I will let you know," and took up the cook's axe and gave him a cut on the head, which nearly deprived him of life.* Then they ordered Captain Orgamar to leave his vessel, allowing him his trunk and turned him ashore, to seek for himself. Nickola begged them to dismiss him with his captain, but no, no, was the answer; for they had no complete navigator but him. After Captain Orgamar was gone, they put in his stead the present brave (or as I should call him cowardly) Captain Jonnia, who headed them in plundering the before mentioned brig, and made Bolidar their first lieutenant, and then proceeded down among those Keys or islands, where I was captured. This is the amount of what my friend Nickola told me of their history.

Thursday, 20th, continued beating up, wind being light, the pirate's boats were sent to the Exertion for more stores, such as bread, lard, &c. I this day discovered on board the Mexican three black girls, of whom it is well to say no more. It is impossible to give an account of the filthiness of this crew, and were it possible it would not be expedient. In their appearance they were terrific wearing black whiskers and long beards, the receptacles of dirt and vermin. They used continually the most profane language; had frequent quarrels; and so great was their love of gambling that the captain would play cards with the meanest man on board. All these things ren-

*He showed me the wound, which was quite large and not then healed.

dered them to me objects of total disgust (with a few exceptions, as will hereafter appear.) I was told they had a stabbing match, but a few days before I was taken, and one man came near being killed ; they put him ashore at a fisherman's hut and there left him to perish. I saw the wound of another who had his nose split open.

Friday, 21st.—After laying at anchor through the night in ten fathoms water, made sail and stood to the eastward—by this time I was out of my reckoning, having no quadrant, chart or books. The pirate's boats were again sent for stores. The captain for the second time demanded of me where my wine, brandy, &c. were, I again told him they had already got the whole. They took the deep sea line and some cordage from the Exertion and at night came to anchor.

Saturday, 22d.—Both vessels under way standing to the eastward, they ran the Exertion aground on a bar, but after throwing overboard most of her deck load of shooks, she floated off ; a pilot was sent to her and she was run into a narrow creek between two keys, where they moored her head and stern along side the mangrove trees, sent down her yards and topmasts, and covered her mast heads and shrouds with bushes to prevent her being seen by vessels which might pass that way. I was then suffered to go on board my own vessel, and found her in a very filthy condition ; sails torn, rigging cut to pieces, and every thing in the cabin in waste and confusion. The swarms of moschetoes and sand-flies made it impossible to get any sleep or rest. The pirate's large boat was armed and manned under Bolidar, and sent off with letters to a merchant (as they called him) by the name of Dominico, residing in a town called Principe, on the main island of Cuba. I was told by one of them who could speak English, that Principe was a very large and populous town, situated at the head of St. Maria, which was about twenty miles north east from where we lay, and the Keys lying around us were called Cotton Keys. The captain pressed into his service Francis de Suze, one of my crew, saying he was one of his countrymen. Francis was very reluctant in going, and said to me, with tears in his eyes, "I shall do nothing only what I am obliged to do, and will not aid in the least to hurt you or the vessel ; I am very sorry to leave you." He was immediately put on duty and Thomas Goodall sent back to the Exertion.

Sunday, 23d.—Early this morning a large number of the pirates came on board of the Exertion, threw out the long boat, broke open the hatches and took out considerable of the

cargo, in search of rum, gin, &c. still telling me "I had some and that they would find it," uttering the most awful profaneness. In the afternoon the boat returned with a perough,* having on board the captain, his first lieutenant and seven men of a patriot or piratical vessel that was chased ashore at Cape Cruz by a Spanish armed brig. These seven men made their escape in said boat, and after four days, found our pirates and joined them; the remainder of the crew being killed or taken prisoners.

Monday, 24th.—Their boat was manned and sent to the before mentioned town. I was informed by a line from Nickola, that the pirates had a man on board, a native of Principe, who in the garb of a sailor was a partner with Dominico, but I could not get sight of him. This lets us a little into the plans by which this attrocious system of piracy has been carried on. Merchants having partners on board of these pirates! thus pirates at sea and robbers on land are associated to destroy the peaceable trader.

The willingness exhibited by the seven above-mentioned men, to join our gang of pirates, seemed to look like a general understanding among them; and from there being merchants on shore so base as to encourage the plunder and vend the goods, I am persuaded there has been a systematic confederacy on the part of these unprincipled desperadoes, under cover of the patriot flag; and those on land are no better than those on the sea. If the governments to whom they belong know of the attrocities committed (and I have but little doubt they do) they deserve the execration of all mankind.

Tuesday, 25th.—Still on board the Exertion—weather very calm and warm. The pirate's boat returned from St. Maria, and came for candles, cheese, potatoes, &c. they saying they must have them, and forbid my keeping any light on board at night—took a case of trunks for the captain's use and departed. Their irritating conduct at this time can hardly be imagined.

Wednesday, 26th.—I was told by Bolidar that three Spanish cruisers were in search of them, that they could fight two of them at once, (which by the way I believe was not true) and were disappointed in not finding them. Same evening they took both of my boats, and their own men, towed their vessel out of the creek, and anchored at its mouth to get rid of sand-

* A boat built of two halves of a large tree, hollowed out and so put together as to carry about thirty barrels.

flies; while they obliged us to stay on deck under an awning, exposed to all the violence of these flies ; we relieved ourselves in some measure by the burning of tobacco, which lasted but for a short time.

Thursday, 27th.—A gang of the pirates came and stripped our masts of the green bushes, saying, "she appeared more like a sail than trees"—took one barrel of bread and one of potatoes, using about one of each every day. I understood they were waiting for boats to take the cargo ; for the principal merchant had gone to Trinidad.

Friday, 28th.—Nothing remarkable occurred this day—were frequently called upon for tar and butter, and junk to make oakum. Capt. Jonnia brought on board with him his new captain and officer before mentioned. Again they asked for wine, and were told as before, they had gotten the whole.

Saturday, 29th.—Same insulting conduct continued.—Took a barrel of crackers.

Sunday, 30th.—The begining of trouble ! this day which peculiarly reminds Christians of the high duties of compassion and benevolence, was never observed by these pirates. This, of course, we might expect, as they did not often know when the day came, and if they knew it, it was spent in gambling. The old saying among seamen, "no Sunday off soundings," was not thought of ; and even this poor plea was not theirs, for they were on soundings and often at anchor. Early this morning the merchant, as they called him, came with a large boat for the cargo. I was immediately ordered into the boat with my crew, not allowed any breakfast, and carried about three miles to a small island out of sight of the Exertion and left there by the side of a little pond of thick, muddy water, which proved to be very brackish, with nothing to eat but a few biscuit. One of the boat's men told us the merchant was afraid of being recognised, and when he had gone the boat would return for us ; but we had great reason to apprehend they would deceive us ; and therefore passed the day in the utmost anxiety. At night, however, the boats came and took us again on board the Exertion ; when to our surprise and astonishment we found they had broken open the trunks and chests and taken all our wearing apparel, not even leaving a shirt or pair of pantaloons, not sparing a small miniature of my wife which was in my trunk. The little money I and my mate had, with some belonging to the owners, my mate had previously distributed about the cabin in three or four parcels, while I was on board the pirate, for we dare not keep it

about us; one parcel in a butter pot they did not discover.—Amidst the hurry with which I was obliged to leave my vessel to go to the before mentioned island, I fortunately snatched my vessel's papers, and hid them in my bosom, which the reader will find was a happy circumstance for me. My writing desk, with papers, accounts, &c. all Mr. Lord's letters (the gentleman to whom my cargo was consigned) and several others were taken and maliciously destroyed. My medicine chest, which I so much wanted, was kept for their own use. What their motive could be to take my papers I could not imagine, except they had hopes of finding bills of lading for some Spaniards, to clear them from piracy. Mr. Bracket had some notes and papers of consequence to him, which shared the same fate. My quadrant, charts, books and some bedding were not yet taken, but I found it impossible to hide them, and they were soon gone from my sight.

Monday, 31st.—We complained to them, expressing the necessity of having clothes to cover us—but, as well might we have appealed to the winds, and rather better, for they would not have upbraided us in return. The captain, however, sent word he would see to it, and ordered their clothes bags to be searched, where he found some of our things, but took good care to put them into his own cabin. I urgently requested him to give me the miniature, but, no was all I could get.

Tuesday, January, 1st, 1822.—A sad new year's day to me. Before breakfast orders came for me to cut down the Exertion's railing and bulwarks on one side, for their vessel to heave out by, and clean her bottom. On my hesitating a little they observed with anger, "very well captain, suppose you no do it quick, we do it for you." Directly afterwards another boat full of armed men came along side; they jumped on deck with swords drawn and ordered all of us into her immediately; I stepped below, in hopes of getting something which would be of service to us; but the captain hallooed, "go in the boat directly or I will fire upon you." Thus compelled to obey, we were carried, together with four Spanish prisoners, to a small, low island or key of sand in the shape of a half moon and partly covered with mangrove trees; which was about one mile from and in sight of my vessel. There they left nine of us, with a little bread, flour, fish, lard, a little coffee and molasses; two or three kegs of water, which was brackish; an old sail for a covering, and a pot and some other small articles no way fit to cook in. Leaving us these, which were much less than they appear in the enumeration, they pushed

off, saying "we will come to see you in a day or two." Selecting the best place, we spread the old sail for an awning; but no place was free from flies, muschetoes, snakes, the venomous santipee. Sometimes they were found crawling inside of our pantaloons, but fortunately no injury was received. This afternoon the pirates hove their vessel out by the Exertion and cleaned one side, using her paints, oil, &c. for that purpose. To see my vessel in that situation and to think of our prospects was a source of the deepest distress. At night we retired to our tent; but having nothing but the cold damp ground for a bed, and the heavy dew of the night penetrating the old canvass—the situation of the island being fifty miles from the usual track of friendly vessels, and one hundred and thirty-five from Trinidad—seeing my owner's property so unjustly and wantonly destroyed—considering my condition, the hands at whose mercy I was, and deprived of all hopes, rendered sleep or rest a stranger to me.

Wednesday, 2d.—The pirates hove out and cleaned the other side. She then commenced loading with the Exertion's cargo, which appeared to be flour and lard. In the afternoon their boat came and took two of the Spaniards with them to another island for water, and soon after returned with four kegs of poor, unwholesome water, and left us, saying they should not bring us provisions again for some time; as they were going away with goods from the prize, to be gone two or three days. Accordingly they brought a present supply of beef, pork, and a few potatoes, with some bedding for myself and mate. The mangrove wood afforded us a good fire, as one of the Spanish prisoners happened to have fire-works; and others had tobacco and paper with which we made cigars. About this time one of my men began to be unwell; his legs and body swelled considerably, but having no medicine I could not do much to relieve him.

Thursday, 3d.—The pirates had dropped off from the Exertion, but kept their boats employed in bringing the cargo from her; I supposed it to be kegs of lard to make stowage. They then got under way with a perough in tow, both deeply laden, run out of the harbor, hauled on the wind to the eastward till out of sight behind the Keys; leaving a guard on board the Exertion.

Friday, 4th.—Commenced with light winds and hot sun, saw a boat coming from the Exertion, apparently loaded; she passed between two small Keys to the northward, supposed to be bound for Cuba. At sunset a boat came and inquired if

we wanted any thing, but instead of adding to our provisions, took away our molasses, and pushed off. We found one of the Exertion's water casks, and several pieces of plank, which we carefully laid up, in hopes of getting enough to make a raft.

Saturday, 5th.—Pirates again in sight coming from the eastward; they beat up along side their prize, and commenced loading. In the afternoon Nickola came to us, bringing with him two more prisoners, which they had taken in a small sail boat coming from Trinidad to Manganeil, one a Frenchman, the other a Scotchman, with two Spaniards, who remained on board the pirate, and who afterwards joined them. The back of one of these poor fellows was extremely sore, having just suffered a cruel beating from Bolidar, with the broad side of a cutlass. It appeared, that when the officer asked him "where their money was, and how much," he answered, "he was not certain but believed they had only two ounces of gold." Bolidar furiously swore he said "ten," and not finding any more, gave him the beating. Nickola now related to me a singular fact; which was, that the Spanish part of the crew were determined to shoot him; that they tied him to the mast, and the man was appointed for the purpose; but Lyon, a Frenchman, his particular friend, stepped up and told them, if they shot him, they must shoot several more; some of the Spaniards sided with him, and he was released Nickola told me, the reason for such treatment was, that he continually objected to their conduct towards me, and their opinion was if he should escape they should be discovered, as he declared he would take no prize money. While with us, he gave me a letter written in great haste, which contains some particulars respecting the cargo;—as follows:

January, 4th, 1822.

Sir—We arrived here this morning, and before we came to anchor, had five canoes along side ready to take your cargo, part of which we had in; and as I heard you express a wish, to know what they took out of her, to this moment, you may depend on this account of Jamieson,* for quality and quantity; if I have the same opportunity you will have an account of the whole. The villian who bought your cargo is from the town of Principe, his name is Dominico, as to that it is all that I can learn; they have taken your charts on board the schooner Mexican and I suppose mean to keep them, as the other captain has agreed to act the same infamous part in

* This is the real name of Nickola.

the tragedy of his life. Your clothes are here on board, but do not let me flatter you, that you will get them back ; it may be so, and it may not. Perhaps in your old age, when you recline with ease in a corner of your cottage, you will have the goodness to drop a tear of pleasure to the memory of him, whose highest ambition should have been to subscribe himself, though devoted to the gallows, your friend,

Excuse haste. NICKOLA MONACRE.

P. S. Your answer in writing when I come again

Sunday, 6th.—The pirates were under way at sunrise, with a full load of the Exertion's cargo, going to Principe again, to sell a second freight, which was done readily for cash. I afterwards heard that the flour brought only five dollars per barrel, when it was worth at Trinidad thirteen ; so that the villain who bought my cargo at Principe, made very large profits by it.

Monday, 7th.—The pirates brought more water, but being very brackish, it was unfit for use. We were now greatly alarmed at Thomas' ill health, being suddenly attacked with a pain in the head, and swelling of the right eye, attended with derangement. He however soon became better ; but his eye remained swollen several days without much pain. In the evening we had some heavy showers of rain, and having no secure cabin, no sheltered retreat, our exposure made us pass a very uncomfortable night.

Tuesday, 8th.—Early this morning the pirates in sight again, with fore top sail and top gallant sail set ; beat up along side of the Exertion and commenced loading ; having as I supposed, sold and discharged her last freight among the inhabitants of Cuba. They appeared to load in great haste ; and the song "O he oh," which echoed from one vessel to the other, was distinctly heard by us. How wounding was this to me ! How different was this sound from what it would have been, had I been permitted to pass unmolested by these lawless plunderers, had been favoured with a safe arrival at the port of my destination, where my cargo would have found an excellent sale. Then would the "O he ho," on its discharging, have been a delightful sound to me. In the after noon she sailed with the perough in tow, both with a full load ; having chairs, which was part of the cargo, slung at her quarters.

Wednesday, 9th.—Very calm and warm. The swarms of moschetoes and flies made us pass a very uncomfortable day

We dug in the sand for water, but were disappointed in finding none so good as they left us. In walking round among the bushes, I accidentally discovered a hole in the sand, and saw something run into it; curiosity led me to dig about it. With the help of Mr. Bracket I found at the distance of seven feet from its mouth, and one from the surface, a large solitary rat, apparently several years old; he had collected a large nest of grass and leaves; but there was not the least appearance of any other being on the island.

Thursday, 10th.—No pirates in sight. The day was passed in anxious suspense; David Warren being quite sick.

Friday, 11th.—They came and hauled along side of the Exertion, but I think took out none of her cargo: but had, as I supposed, a vendue on board, wherein was sold among themselves, all our books, clothing, quadrants, charts, spy-glasses, and every thing belonging to us and our fellow prisoners. I was afterwards told they brought a good price; but what they could want of the Bible, Prayer-Book and many other books in English, was matter of astonishment to me.

Saturday, 12th.—They remained along side the Exertion; took the paints, oil, brushes, &c. and gave their vessel a new coat of paint all around, and a white boot top—took the perough to another key and caulked her—there was no appearance of their taking any cargo out; the Exertion however appeared considerably high out of water. About sunset the pirates went out of the harbour on a cruize. Here we had been staying day after day, and exposed night after night—apprehensions for our safety were much increased; what was to be become of us, seemed now to rush into every one's mind.

Sunday, 13th.—Deprived of our good books, deprived in fact of every thing, save life, and our ideas respecting our fate so gloomy, all tended to render time, especially the Lord's day, burdensome to all. In the afternoon a boat came for cargo, from, as I supposed, that villain Dominico.

Monday, 14th.—They again hove in sight, as usual, alongside their prize. While passing our solitary island, they laughed at our misery which was almost insupportable,—looking upon us as though we had committed some heinous crime, and they had not sufficiently punished us; they hallooed to us, crying out, "Captain, Captain," accompanied with obscene motions and words, with which I shall not blacken these pages—yet I heard no check upon such conduct, nor could I expect it among such a gang, who have no idea of

subordination on board, except when in chase of vessels, and even then but very little. My resentment was excited at such a malicious outrage, and I felt a disposition to revenge myself, should fortune ever favor me with an opportunity. It was beyond human nature not to feel and express some indignation at such treatment.—Soon after, Bolidar, with five men, well armed, came to us; he having a blunderbuss, cutlass, a long knife and pair of pistols---but for what purpose did he come? He took me by the hand saying, "Captain, me speak with you, walk this way." I obeyed, and when we were at some distance from my fellow prisoners, (his men following) he said, "the captain send me for your wash." I pretended not to understand what he meant and replied "I have no clothes, nor any soap to wash with—you have taken them all"—for I had kept my watch about me, hoping they would not discover it He demanded it again as before; and was answered, "I have nothing to wash; this raised his anger, and lifting his blunderbuss he roared out, "what the d—l you call him that make clock? give it me." I considered it imprudent to contend any longer and submitted to his unlawful demand. As he was going off, he gave me a small bundle in which was a pair of linen drawers, sent to me by Nickola, and also the Rev. Mr. Brooks' "Family Prayer Book." This gave me great satisfaction. Soon after, he returned with his captain who had one arm slung up, yet with as many implements of war, as his diminutive wicked self could conveniently carry; he told me (through an interpreter who was a prisoner) "that on his cruise, he had fallen in with two Spanish privateers, and beat them off; but had three of his men killed and himself wounded in the arm." Bolidar turned to me and said, "it is a d—n lie"—which words proved to be correct, for his arm was not wounded, and when I saw him again, which was soon afterwards, he forgot to sling it up. He further told me, "after to-morrow you shall go with your vessel and we will accompany you towards Trinidad." This gave me some new hopes, and why I could not tell. They then left us without rendering any assistance.—This night we got some rest.

Tuesday, 15th.—The words "go after to-morrow," were used among our Spanish fellow prisoners, as though that happy to-morrow would never come---in what manner it came will soon be noticed.

Wednesday, 16th.—One of their boats came to inquire if we had seen a boat pass by last night, for their small sloop sail boat was gone and two men deserted: I told them "no"—

at heart I could not but rejoice at the escape, and approve the deserters---I said nothing, however, of this kind to the pirates. On their return, they manned three of their boats and sent them in different directions to search, but at night came back without finding boat or men. They now took our old sail, which hitherto had somewhat sheltered us, to make, as I supposed, some small sail for their vessel. This rendered our night more uncomfortable than before, for in those islands the night dews are very heavy.

Thursday, 17th, was passed with great impatience. The Exertion having been unmoored and swung to her anchor, gave some hopes of being restored to her; but was disappointed.

Friday, 18th, commenced with brighter prospects of liberty than ever---the pirates were employed in setting up our devoted schooner's shrouds, stays, &c. My condition now reminded me of the hungry man, chained in one corner of the room, while at another part was a table loaded with delicious food and fruits, the smell and sight of which he was continually to experience, but, alas! his chains were never to be loosed that he might go and partake—at almost the same moment they were thus employed, the axe was applied with the greatest dexterity to both her masts, and I saw them fall over the side! Here fell my hopes—I looked at my condition, and then thought of home. Our Spanish fellow prisoners were so disappointed and alarmed, that they recommended hiding ourselves, if possible, among the mangrove trees, believing, as they said, we should now certainly be put to death; or, what was worse, compelled to serve on board the Mexican as pirates. Little else it is true seemed left for us; however, we kept a bright look out for them during the day, and at night "an anchor watch" as we called it, determined if we discovered their boats coming towards us, to adopt the plan of hiding, although starvation stared us in the face; yet preferred that to instant death. This night was passed with sufficient anxiety—I took the first watch.

Saturday, 19th.—The pirate's large boat came for us—it being daylight, and supposing they could see us, determined to stand our ground and wait the result. They ordered us all into the boat, but left every thing else; they rowed towards the Exertion—I noticed a dejection of spirits in one of the pirates, and inquired of him where they were going to carry us? He shook his head and replied "I do not know." I now had some hopes of visiting my vessel again—but the pirates

made sail, run down, took us in tow and stood out of the harbor Bolidar afterwards took me, my mate and two of my men on board and gave us some coffee. On examination I found they had several additional light sails, made of the Exertion's. Almost every man, a pair of canvass trousers ; and my colors cut up and made into belts to carry their money. My jolly boat was on deck, and I was informed, all my rigging was disposed of. Several of the pirates had on some of my clothes, and the captain one of my best shirts, a cleaner one, than I had ever seen him have on before. He kept at good distance from me, and forbid my friend Nickola's speaking to me. I saw from the companion way in the captain's cabin my quadrant, spy glass and other things which belonged to us, and observed by the compass, that the course steered was about west by south,---distance nearly twenty miles, which brought them up with a cluster of islands called by some "Cayman Keys." Here they anchored and caught some fish, (one of which was named guard fish) of which we had a taste. I observed that my friend Mr. Bracket was somewhat dejected, and asked him in a low tone of voice, what his opinion was with respect to our fate ? He answered, "I cannot tell, but it appears to me the worst is to come." I told him that I hoped not, but thought they would give us our small boat and liberate the prisoners. But mercy even in this shape was not left for us. Soon after, saw the captain and officers whispering for some time in private conference. When over, their boat was manned under the command of Bolidar, and went to one of those Islands or Keys before mentioned.* On their return, another conference took place—whether it was a jury upon our lives we could not tell—I did not think conscience could be entirely extinguished in the human breast, or that men could become fiends. In the afternoon while we knew not the doom which had been fixed for us, the captain was engaged with several of his men in gambling, in hopes to get back some of the five hundred dollars, they said he lost but a few nights before ; which had made him unusually fractious. A little before sunset he ordered us all into the large boat with a supply of provisions and water, and to be put on shore. While we were getting into her, one of my fellow prisoners, a Span-

* This Key was full of mangrove trees, whose tops turn down and take root, forming a kind of umbrella. The tide at high water flows two feet deep under them ; it is therefore impossible for human beings to live long among them, even with food and water.

iard, attempted with tears in his eyes to speak to the captain, but was refused, with the answer—"I'll have nothing to say to any prisoner, go into the boat." In the mean time Nickola said to me, "My friend, I will give you your book," (being Mr. Colman's Sermons,) "it is the only thing of yours that is in my possession, I dare not attempt any thing more." But the captain forbid his giving it to me, and I stepped into the boat—at that moment Nickola said in a low voice, "never mind, I may see you again before I die." The small boat was well armed and manned, and both set off together for the island, where they had agreed to leave us to perish! The scene to us was a funeral scene. There were no arms in the prisoner's boat, and, of course, all attempts to relieve ourselves would have been throwing our lives away, as Bolidar was near us, well armed. We were rowed about two miles northeasterly from the pirates to a small low island, lonely and desolate. We arrived about sunset; and for the support of us eleven prisoners, they only left a ten gallon keg of water, and perhaps a few quarts, in another small vessel, which was very poor; part of a barrel of flour, a small keg of lard, one ham and some salt fish; a small kettle and an old broken pot; an old sail for a covering, and a small blanket, which was thrown out as the boat hastened away. One of the prisoners happened to have a little coffee in his pocket, and these comprehended all our means of sustaining life, and for what length of time we knew not. We now felt the need of water, and our supply was comparatively nothing A man may live twice as long without food, as without water. Look at us now, my friends, left benighted on a little spot of sand in the midst of the ocean, far from the usual track of vessels, and every appearance of a violent thunder tempest, and a boisterous night. Judge of my feelings, and the circumstances which our band of sufferers now witnessed. Perhaps you can and have pitied us—I assure you, we were very wretched; and to paint the scene, is not within my power. When the boats were moving from the shore, on recovering myself a little, I asked Bolidar, "If he was going to leave us so?" he answered, "no, only two days—we go for water and wood, then come back, take you." I requested him to give us bread and other stores, for they had plenty in the boat, and at least one hundred barrels of flour in the Mexican, "no, no, suppose to-morrow morning me come, me give you bread," and hurried off to their vessel. This was the last time I saw him We then turned our attention upon finding a spot most conve

nient for our comfort, and soon discovered a little roof supported by stakes driven into the sand ;* it was thatched with the leaves of the cocoa-nut tree, a considerable part of which was torn or blown off. After spreading the old sail over this roof we placed our little stock of provisions under it. Soon after came on a heavy shower of rain which penetrated the canvass, and made it nearly as uncomfortable inside, as it would have been out. We were not prepared to catch water, having nothing to put it in. Our next object was to get fire, and after gathering some of the driest fuel to be found, and having a small piece of cotton wick-yarn, with flint and steel, we kindled a fire, which was never afterwards suffered to be extinguished. The night was very dark, but we found a piece of old rope, which when well lighted served for a candle. On examining the ground under the roof, we found perhaps thousands of creeping insects, scorpions, lizards, crickets, &c. After scraping them out as well as we could, the most of us having nothing but the damp earth for a bed, laid ourselves down in hopes of some rest ; but it being so wet, gave many of us severe colds, and one of the Spaniards was quite sick for several days.

Sunday, 20th.—As soon as day light came on, we proceeded to take a view of our little island, and found it to measure only one acre, of coarse, white sand ; about two feet, and in some spots perhaps three feet above the surface of the ocean. On the highest part were growing some bushes and small mangroves, (the dry part of which was our fuel) and the wild castor oil beans. We were greatly disappointed in not finding the latter suitable food ; likewise some of the prickly pear bushes, which gave us only a few pears about the size of our small button pear ; the outside has thorns, which if applied to the fingers or lips, will remain there, and cause a severe smarting similar to the nettle ; the inside a spungy substance full of juice and seeds, which are red and a little tartish—had they been there in abundance, we should not have suffered so much for water—but alas ! even this substitute was not for us. On the northerly side of the island was a hollow, where the tide penetrated the sand, leaving stagnant water. We presumed, in hurricanes the island was nearly overflowed. According to the best calculations I could make, we were about thirty five miles from any part of Cuba, one hundred from

* This was probably erected by the turtle men or fishers, who visit these islands in June, for the purposes of their trade.

Trinidad, and forty from the usual track of American vessels, or others which might pass that way. No vessel of any considerable size, can safely pass among these Keys or "Queen's Gardens," (as the Spaniards call them) being a large number extending from Cape Cruz to Trinidad, one hundred and fifty miles distance; and many more than the charts have laid down, most of them very low and some covered at high water, which makes it very dangerous for navigators without a skilful pilot. After taking this view of our condition, which was very gloomy, we began to suspect we were left on this desolate island by those merciless plunderers to perish. Of this I am now fully convinced; still we looked anxiously for the pirate's boat to come according to promise with more water and provisions, but looked in vain. We saw them soon after get under way with all sail set and run directly from us until out of sight, and we never saw them again! One may partially imagine our feelings, but they cannot be put into words. Before they were entirely out of sight of us, we raised the white blanket upon a pole, waving it in the air, in hopes, that at two miles distance they would see it and be moved to pity. But pity in such monsters was not to be found. It was not their interest to save us from the lingering death, which we now saw before us. We tried to compose ourselves, trusting that God, who had witnessed our sufferings, would yet make use of some one, as the instrument of his mercy towards us. Our next care, now, was to try for water. We dug several holes in the sand and found it, but quite too salt for use. The tide penetrates probably through the island. We now came on short allowance for water. Having no means of securing what we had by lock and key, some one in the night would slyly drink, and it was soon gone. The next was to bake some bread, which we did by mixing flour with salt water and frying it in lard, allowing ourselves eight quite small pancakes to begin with. The ham was reserved for some more important occasion, and the salt fish was lost for want of fresh water. The remainder of this day was passed in the most serious conversation and reflection. At night, I read prayers from the "Prayer Book," before mentioned, which I most carefully concealed while last on board the pirates. This plan was pursued morning and evening, during our stay there, then retired for rest and sleep, but realized little of either.

Monday, 21st.—In the morning we walked round the beach in expectation of finding something useful. On our way

picked up a paddle about three feet long, very similar to the Indian canoe paddle, except the handle, which was like that of a shovel, the top part being split off; we laid it by for the present. We likewise found some konchs and roasted them; they were a pretty good shell fish, though rather tough. We discovered at low water, a bar or spit of sand extending northeasterly from us, about three miles distant, to a cluster of Keys, which were covered with mangrove trees, perhaps as high as our quince tree. My friend Mr. Bracket and George attempted to wade across, being at that time of tide only up to their armpits; but were pursued by a shark and returned without success. The tide rises about four feet.

Tuesday, 22d.—We found several pieces of the palmetto or cabbage tree, and some pieces of boards, put them together in the form of a raft, and endeavoured to cross, but that proved ineffectual. Being disappointed, we sat down to reflect upon other means of relief, intending to do all in our power for our safety while our strength continued. While setting here, the sun was so powerful and oppressive, reflecting its rays upon the sea, which was then calm, and the white sand which dazzled the eye, was so painful, that we retired under the awning; there the moschetoes and flies were so numerous, that good rest could not be found. We were, however, a little cheered, when, in scraping out the top of the ground to clear out, I may say, thousands of crickets and bugs, we found a hatchet, which was to us peculiarly serviceable. At night the strong northeasterly wind, which prevails there at all seasons, was so cold as to make it equally uncomfortable with the day. Thus day after day, our sufferings and apprehensions multiplying, we were very generally alarmed.

Wednesday, 23d.—Early this morning one of our Spanish fellow prisoners crossed the bar, having taken with him a pole sharpened at one end; this he said "was to kill sharks"—but he saw none to trouble him. While he was gone, we tried for water in several places, but still it was very salt; but not having any other, we drank it, and found it had a similar effect to that of glauber salts. We now concluded to reduce the allowance of bread or rather pancakes, being too sensible that our little stock of provisions could last but a few days longer, we had the faintest hope of any supplies, before it would be too late to save life. Towards night the Spaniard returned, but almost famished for want of water and food. He reported that he found some plank on one of the islands, (but they proved to be sugar-box shooks) which revived us a little; but no

water. He said he had great difficulty to make his way through the mangrove trees, it being very swampy; so that we should not better ourselves by going there, although the key was rather larger than ours. This I understood through Joseph, the English prisoner who could speak Spanish. After prayers, laid ourselves down upon our bed of sand, and being nearly exhausted we obtained some sleep.

Thursday, 24th.—This morning, after taking a little coffee, made of the water which we thought least salt, and two or three of the little cakes, we felt somewhat refreshed, and concluded to make another visit to those Keys in hopes of finding something more, which might make a raft for us to escape the pirates, and avoid perishing by thirst. Accordingly seven of us set off, waded across the bar and searched all the Keys thereabouts. On one we found a number of sugar-box shooks, two lashing plank and some pieces of old spars, which were a part of the Exertion's deck load, that was thrown overboard when she grounded on the bar, spoken of in the first part of the narrative.—It seems they had drifted fifteen miles, and had accidentally lodged on these very Keys within our reach. Had the pirates known this, they would undoubtedly have placed us in another direction. They no doubt thought that they could not put us on a worse place. The wind at this time was blowing so strong on shore, as to prevent rafting our stuff round to our island, and we were obliged to haul it upon the beach for the present; then dug for water in the highest place, but found it as salt as ever, and then returned to our habitation. But hunger and thirst began to prey upon us, and our comforts were as few as our hopes.

Friday, 25th.—Again passed over to those Keys to windward in order to raft our stuff to our island, it being most convenient for building. But the surf on the beach was so very rough, that we were again compelled to postpone it. Our courage however did not fail where there was the slightest hopes of life. Returning without it, we found on our way an old top timber of some vessel; it had several spikes in it, which we afterwards found very serviceable. In the hollow of an old tree, we found two guarnas of small size, one male, the other female. One only was caught. After taking off the skin, we judged it weighed a pound and a half. With some flour and lard, (the only things we had except salt water,) it made us a fine little mess. We thought it a rare dish though a small one for eleven half starved persons. At the same time a small vessel hove in sight; we made a signal to her

with the blanket tied to a pole and placed it on the highest tree —some took off their white clothes and waved them in the air, hoping they would come to us ; should they be pirates they could do no more than kill us, and perhaps would give us some water for which we began to suffer most excessively ; but, notwithstanding all our efforts, she took no notice of us.

Saturday, 26th.—This day commenced with moderate weather and smooth sea; at low tide found some cockles, boiled and eat them, but they were very painful to the stomach David Warren had a fit of strangling with swelling of the bowels; but soon recovered, and said, " something like salt, rose in his throat and choaked him." Most of us then set off for the Keys, where the plank and shooks were put together in a raft, which we with pieces of boards paddled over to our island ; when we consulted the best plan, either to build a raft large enough for us all to go on, or a boat; but the shooks having three or four nails in each, and having a piece of large reed or bamboo, previously found, of which we made pins, concluded to make a boat.

Sunday, 27th.—Commenced our labor, for which I know we need offer no apology. We took the two planks, which were about fourteen feet long, and two and a half wide, and fixed them together for the bottom of the boat; then with moulds made of palmetto bark, cut timber and knees from mangrove trees which spread so much as to make the boat four feet wide at the top, placed them exactly the distance apart of an Havana sugar-box. Her stern was square and the bows tapered to a peak, making her form resemble a flat-iron. We proceeded thus far and retired to rest for the night—But Mr. Bracket was too unwell to get much sleep.

Monday, 28th.—Went on with the work as fast as possible. Some of the Spaniards had long knives about them, which proved very useful in fitting timbers, and a gimblet of mine, accidentally found on board the pirates, enabled us to use the wooden pins. And now our spirits began to revive, though water, water, was continually on our minds. We now feared the pirates might possibly come, find out our plan and put us to death, (although before we had wished to see them, being so much in want of water.) Our labour was extremely burdensome, and the Spaniards considerably peevish, but they would often say to me " never mind captain, by and by Americana or Spanyola catch them, me go to see 'um hung." We quitted work for the day, cooked some cakes but found it necessary to reduce the quantity again, however small be-

fore. We found some herbs on a windward Key, which the Spaniards called Spanish tea. This when well boiled we found somewhat palatable, although the water was very salt. This herb resembles pennyroyal in look and taste, though not so pungent. In the evening when we were setting round the fire to keep off the moschetoes, I observed David Warren's eyes shone like glass. The mate said to him, "David I think you will die before morning, I think you are struck with death now." I thought so too, and told him, "I thought it most likely we should all die here soon; but as some one of us may survive to carry the tidings to our friends, if you have any thing to say respecting your family, now is the time." He then said, "I have a mother in Saco where I belong, she is a second time a widow, to-morrow if you can spare a scrap of paper and pencil I will write something." But no to-morrow came to him. In the course of the night he had another spell of strangling, and soon after expired, without much pain and without a groan. He was about twenty-six years old. How solemn was this scene to us! Here we beheld the ravages of death commenced upon us. More than one of us considered death a happy release. For myself I thought of my wife and children; and wished to live if God should so order it, though extreme thirst, hunger and exhaustion had well nigh prostrated my fondest hopes.

Tuesday, 29th. Part of us recommenced labor on the boat, while myself and Mr. Bracket went and selected the highest clear spot of sand on the northern side of the island, where we dug Warren's grave and boxed it up with shooks, thinking it would be the most suitable spot for the rest of us—whose turn would come next, we knew not. At about ten o'clock A. M. conveyed the corpse to the grave, followed by us survivors —a scene, whose awful solemnity can never be painted. We stood around the grave, and there I read the funeral prayer from the Rev. Mr. Brook's Family Prayer Book; and committed the body to the earth; covered it with some pieces of board and sand, and returned to our labor. One of the Spaniards, an old man, named Manuel, who was partial to me, and I to him, made a cross and placed at the head of the grave saying, "Jesus Christ hath him now." Although I did not believe in any mysterious influence of this cross, yet I was perfectly willing it should stand there. The middle part of the day being very warm, our mouths parched with thirst, and our spirits so depressed, that we made but little progress during the remainder of this day, but in the evening were em-

ployed in picking oakum out of the bolt rope taken from the old sail.

Wednesday, 30th. Returned to labor on the boat with as much vigour as our weak and debilitated state would admit, but it was a day of trial to us all; for the Spaniards and we Americans could not well understand each other's plans, and they being naturally petulent would not work, nor listen with patience for Joseph our English fellow prisoner to explain our views, they would sometimes undo what they had done and in a few minutes replace it again; however before night we began to calk her seams, by means of pieces of hard mangrove, made in form of a calking-iron, and had the satisfaction of seeing her in a form something like a boat.

Thursday, 31st. Went on with the work, some at calking, others with battening the seams with strips of canvass, and pieces of pine nailed over, to keep the oakum in. Having found a suitable pole for a mast, the rest went about making a sail from the one we had used for a covering, also fitting oars of short pieces of boards, in form of a paddle, tied on a pole, we having a piece of fishing line brought by one of the prisoners. Thus, at three P. M. the boat was completed and put afloat. We had all this time confidently hoped, that she would be sufficiently large and strong to carry us all—we made a trial and were disappointed! This was indeed a severe trial, and the emotions it called up were not easy to be suppressed. She proved leaky, for we had no carpenter's yard, or smith's shop to go to. And now the question was, "who should go, and how many?" I found it necessary for six; four to row, and one to steer and one to bale. Three of the Spaniards and the Frenchmen claimed the right, as being best acquainted with the nearest inhabitants; likewise, they had when taken, two boats left at St. Maria (about forty miles distant) which they were confident of finding. They promised to return within two or three days for the rest of us, I thought it best to consent—Mr. Bracket it was agreed should go in my stead, because my papers must accompany me as a necessary protection, and my men apprehended danger if they were lost. Joseph Baxter (I think was his name) they wished should go, because he could speak both languages—leaving Manuel, George, Thomas and myself to wait their return. Having thus made all arrangements, and putting up a keg of the least salt water, with a few pancakes and salt fish, they set off a little before sunset with our best wishes and prayers for their safety and return to our relief. To launch off into

the wide ocean, with strength almost exhausted, and in such a frail boat as this, you will say was very hazardous, and in truth it was; but what else was left to us ?—Their intention was to touch at the Key where the Exertion was, and if no boat was to be found there, to proceed on to St. Maria and if none there, to go to Trinidad and send us relief. But alas ! it was the last time I ever saw them !—Our suffering this day was most acute.

Tuesday, February 1st. This day we rose early and traversed the beach in search of cockles, &c. but found very few —I struck my foot against something in the sand, which proved to be a curious shell, and soon found two others of a different kind; but they were to me like Crusoe's lump of gold of no value. I could not drink them; so laid them by.— I returned to our tent and we made some skillygolee, or flour and salt water boiled together, which we found better than clear salt water. We passed the day very uncomfort , and my people were dissatisfied at not having an equal chance as they called it, with the others in the boat—but it is not always, that we know what is for our good.

Saturday, 2d. Thomas and George made another visit to the windward Keys, where they found some more shooks and two pieces of spars; towed them round as before. We now had some hopes of finding enough to make us a raft, which would carry us to some place of relief, in case the boat should not return.

Sunday, 3d. A calm warm day, but a very gloomy one to us, it being more difficult to support life—our provisions nearly expended, no appearance of rain since the night we first landed, our thirst increasing, our strength wasting, our few clothes hanging in rags, our beards of great length and almost turned white, nothing like relief before us, no boat in sight. Think, reader, our situation. We had marked out for each one the place for his grave. I looked at mine, and thought of my wife and family. Again we reduced the allowance of bread; but even the little which now fell to my share, I could scarcely swallow, I never seemed to feel the sensation of hunger, the extreme of thirst was so overpowering. Perhaps never shall I be more reconciled to death, but my home made me want to live, although every breath seemed to increase thirst.

Monday, 4th. Having seriously reflected on our situation, concluded to put all the shooks, &c. together and form a raft and ascertain what weight it would carry; but here again we were disappointed, for we had not enough to carry two of us

Tuesday, 5th. About ten o'clock, A. M. discovered a boat drifting by on the southeast side of the island about a mile distant. I deemed it a providential thing to us, and urged Thomas and George trying the raft for her. They reluctantly consented and set off, but it was nearly three P. M. when they came up with her. It was the same boat we had built! Where then was my friend Bracket and those who went with him? Every appearance was unfavourable. I hoped that a good Providence had yet preserved him. The men who went for the boat, found it full of water, without oars, paddle, or sail; being in this condition, and about three miles to the leeward, the men found it impossible to tow her up, so left her, and were till eleven o'clock at night getting back with the raft. They were so exhausted, that had it not been nearly calm, they could never have returned.

Wednesday, 6th. This morning was indeed the most gloomy I had ever experienced. There appeared hardly a ray of hope that my friend Bracket could return, seeing the boat was lost. Our provisions nearly gone; our mouths parched extremely with thirst; our strength wasted; our spirits broken, and our hopes imprisoned within the circumference of this desolate island in the midst of an unfrequented ocean; all these things gave to the scene around us the hue of death. In the midst of this dreadful despondence, a sail hove in sight, bearing the white flag. Our hopes were raised, of course—but no sooner raised then darkened, by hearing a gun fired. Here then was another gang of pirates. She soon, however, came near enough to anchor, and her boat pushed off towards us with three men in her. Thinking it no worse now to die by sword than famine I walked down immediately to meet them. I knew them not. A moment before the boat touched the ground, a man leaped from her bows and caught me in his arms! It was Nickola! !—saying, "Do you now believe Nickola is your friend? yes, said he, Jameison will yet prove himself so."—No words can express my emotions at this moment. This was a friend indeed. The reason of my not recognising them before, was that they had cut off their beards and whiskers. Turning to my fellow-sufferers, Nickola asked, "Are these all that are left of you? where are the others?" At this moment seeing David's grave—"Are they dead then? ah, I suspected it, I know what you were put here for." As soon as I could recover myself, gave him an account of Mr. Bracket and the others. "How unfortunate, he said, they must be lost or some pirates have taken

them"—"but, (he continued,) we have no time to lose; you had better embark immediately with us, and go where you please, we are at your service." The other two in the boat with him were Frenchmen, one named Lyon, the other Parrikete. They affectionately embraced each of us; then holding to my mouth the nose of a teakettle, filled with wine, said "Drink plenty, no hurt you." I drank as much as I judged prudent. They then gave it to my fellow sufferers. I experienced almost immediate relief, not feeling it in my head; they had also brought in the boat for us, a dish of salt beef and potatoes, of which we took a little. Then sent the boat on board for the other two men, being five in all who came ashore, and rejoiced enough was I to see among them Thomas Young, one of my crew, who was detained on board the Mexican, but had escaped through Nickola's means; the other a Frenchman, named John Cadedt. I now thought, again and again, with troubled emotion, of my friend Bracket's fate —I took the last piece of paper I had, and wrote with a pencil a few lines, informing him (should he come there,) that "I and the rest were safe; that I was not mistaken in the friend in whom I had placed so much confidence, that he had accomplished my highest expectations; and that I should go immediately to Trinidad, and requested him to go there also, and apply to Mr. Isaac W. Lord, my consignee, for assistance." I put the paper into a junk bottle, previously found on the beach, put in a stopper, and left it, together with what little flour remained, a keg of water brought from Nickola's vessel, and a few other things which I thought might be of service to him. We then repaired with our friends on board, where we were kindly treated. She was a sloop from Jamaica, of about twelve tons, with a cargo of rum and wine, bound to Trinidad. I asked "which way they intended to go?" they said "to Jamaica—if agreeable to me." As I preferred Trinidad, I told them "if they would give me the Exertion's boat, which was along-side (beside their own,) and some water and provisions, we would take chance in her," "for perhaps, said I, you will fare better at Jamaica, than at Trinidad." After a few minutes consultation, they said "you are too much exhausted to row the distance of one hundred miles, therefore we will go and carry you—we consider ourselves at your service." I expressed a wish to take a look at the Exertion, possibly we might hear something of Mr. Bracket. Nickola said "very well," so got under way, and run for her, having a light westerly wind. He then related to me the

manner of their desertion from the pirates; as nearly as I can recollect his own words, he said, "A few days since, the pirates took four small vessels, I believe Spaniards; they having but two officers for the two first, the third fell to me as prize master, and having an understanding with the three Frenchmen and Thomas, selected them for my crew, and went on board with orders to follow the Mexican; which I obeyed. The fourth, the pirates took out all but one man and bade him also follow their vessel. Now our schooner leaked so bad, that we left her and in her stead agreed to take this little sloop, (which we are now in) together with the one man. The night being very dark we all agreed to desert the pirates—altered our course and touched at St. Maria, where we landed the one man—saw no boats there, could hear nothing from you, and agreed one and all at the risk of our lives to come and liberate you if you were alive; knowing, as we did, that you were put on this Key to perish. On our way we boarded the Exertion, thinking possibly you might have been there. On board her we found a sail and paddle.* We took one of the pirate's boats which they had left along-side of her, which proves how we come by two boats. My friend, the circumstance I am now about to relate, will somewhat astonish you. When the pirate's boat with Bolidar was sent to the before mentioned Key, on the 19th January, it was their intention to leave you prisoners there, where was nothing but salt water and mangroves, and no possibility of escape. This was the plan of Baltizar, their abandoned pilot; but Bolidar's heart failed him, and he objected to it; then after a conference, Captain Jonnia ordered you to be put on the little island from whence we have taken you. But after this was done, that night the French and Portuguese part of the Mexican's crew protested against it; so that Captain Jonnia to satisfy them, sent his large boat to take you and your fellow prisoners back again, taking care to select his confidential Spaniards for this errand. And will you believe me, they set off from the Mexican and after spending about as much time as would really have taken them to come to you, they returned, and reported they had been to your island, and landed, and that none of you were there; somebody having taken you off! This, all my companions here know to be true. I knew it was impossible you could have been liberated, and therefore we determined

*This proved to me that Mr. Bracket had been there, these being the ones which he took from the island.

among ourselves, that should an opportunity occur we would come and save your lives, as we now have." He then expressed, as he hitherto had done, (and I believe with sincerity) his disgust with the bad company which he had been in, and looked forward with anxiety to the day when he might return to his native country. I advised him to get on board an American vessel, whenever an opportunity offered, and come to the United States; and on his arrival direct a letter to me: repeating my earnest desire to make some return for the disinterested friendship which he had shown toward me. With the Frenchmen I had but little conversation, being unacquainted with the language.

Here ended Nickola's account. "And now," said the Frenchmen, "our hearts be easy." Nickola observed he had left all and found us. I gave them my warmest tribute of gratitude, saying, I looked upon them under God as the preserver of our lives, and promised them all the assistance my situation might ever enable me to afford. This brings me to

Thursday evening, 7th, when, at 11 o'clock, we anchored at the creek's mouth, near the Exertion. I was anxious to board her; accordingly took with me Nickola, Thomas, George and two others, well armed, each with a musket and cutlass. I jumped on her deck, saw a fire in the camboose, but no person there: I called aloud Mr. Bracket's name several times, saying "it is Captain Lincoln, don't be afraid, but show yourself;" but no answer was given. She had no masts, spars, rigging, furniture, provisions or any thing left, except her bowsprit, and a few barrels of salt provisions of her cargo. Her sealing had holes cut in it, no doubt in their foolish search for money. I left her with peculiar emotions, such as I hope never again to experience; and returned to the little sloop, where we remained till

Friday, 8th—When I had a disposition to visit the island on which we were first imprisoned. Found nothing there—saw a boat among the mangroves, near the Exertion. Returned, and got under way immediately for Trinidad. In the night, while under full sail, run aground on a sunken Key, having rocks above the water, resembling old stumps of trees; we, however, soon got off and anchored. Most of these Keys have similar rocks about them, which navigators must carefully guard against.

Saturday, 9th.—Got under way again, and stood along close in for the main island of Cuba, in order, that if we should see the pirates, to take our boats and go on shore

Sunday, 10th. Saw the highlands of Trinidad. At night came to anchor in sight of the town, near a small Key; next morning—

Monday, 11th,—Got under way—saw a brig at anchor about five miles below the mouth of the harbor; we hoped to avoid her speaking us; but when we opened in sight of her, discovered a boat making towards us, with a number of armed men in her. This alarmed my friends, and as we did not see the brig's ensign hoisted, they declared the boat was a pirate, and looking through the spy-glass, thought they knew some of them to be the Mexican's men! This state of things was quite alarming. They said, "we will not be taken alive by them." Immediately the boat fired a musket; the ball passed through our mainsail. My friends insisted on beating them off: I endeavored to dissuade them, believing, as I did, that the brig was a Spanish man of war, who had sent her boat to ascertain who we were. I thought we had better heave too. Immediately another shot came. Then they insisted on fighting and said, "If I would not help them, I was no friend." I reluctantly acquiesced, and handed up the guns—commenced firing upon them and they upon us. We received several shot through the sails, but no one was hurt on either side. Our two boats had been cast adrift to make us go the faster, and we gained upon them—continued firing until they turned from us, and went for our boats, which they took in tow for the brig. Soon after this, it became calm: then I saw that she had us in her power. She armed and manned two more boats for us. We now concluded, since we had scarcely ammunition, to surrender; and were towed down alongside the brig, taken on board, and was asked by the captain, who could speak English, "what for you fire on the boat?" I told him "we thought her a pirate, and did not like to be taken by them again, having already suffered too much;" showing my papers. He said, "Capt. Americana, never mind, go and take some dinner—which are your men?" I pointed them out to him, and he ordered them the liberty of the decks; but my friend Nickola and his three associates were immediately put in irons. They were, however, afterwards taken out of irons and examined; and I understood the Frenchmen agreed to enlist, as they judged it the surest way to better their condition. Whether Nickola enlisted, I do not know, but think that he did, as I understood that offer was made to him: I however endeavored to explain more distinctly to the captain, the benevolent efforts of these four men by whom my life had been

saved, and used every argument in my power to procure their discharge. I also applied to the governor, and exerted myself with peculiar interest, dictated as I trust with heartfelt gratitude—and I ardently hope ere this, that Nickola is on his way to this country, where I may have an opportunity of convincing him that such an act of benevolence will not go unrewarded. Previous to my leaving Trinidad, I made all the arrangements in my power with my influential friends, and doubt not, that their laudable efforts will be accomplished. The sloop's cargo was taken on board the brig; after which the captain requested a certificate that I was politely treated by him, saying his name was Captain Candama, of the privateer brig Prudentee of eighteen guns. This request I complied with. His first lieutenant told me he had sailed out of Boston, as commander for T. C. Amory, Esq. during the last war. In the course of the evening my friends were taken out of irons and examined separately, then put back again. The captain invited me to supper in his cabin, and a berth for the night, which was truly acceptable. The next morning after breakfast, I with my people were set on shore with the few things we had, with the promise of the Exertion's small boat in a day or two. But it was never sent me—the reason, let the reader imagine. On landing at the wharf Casildar, we were immediately taken by soldiers to the guard house, which was a very filthy place; thinking I suppose, and even calling us pirates. Soon some friends came to see me. Mr. Cotton, who resides there brought us some soup. Mr. Isaac W. Lord, of Boston, my merchant, came with captain Tate, who sent immediately to the governor; for I would not show my papers to any one else. He came about sunset, and after examining Manuel, my Spanish fellow prisoner, and my papers, said to me, giving me the papers, "Captain, you are at liberty." I was kindly invited by Captain Matthew Rice, of schooner Galaxy, of Boston, to go on board his vessel, and live with him during my stay there. This generous offer I accepted, and was treated by him with the greatest hospitality; for I was an hungered and he gave me meat, I was athirst and he gave me drink, I was naked and he clothed me, a stranger and he took me in. He likewise took Manuel and my three men for that night. Next day Mr. Lord rendered me all necessary assistance in making my protest. He had heard nothing from me until my arrival. I was greatly disappointed in not finding Mr. Bracket, and requested Mr. Lord to give him all needful aid if he should come there. To Captain Carnes, of the

schooner Hannah, of Boston, I would tender my sincere thanks, for his kindness in giving me a passage to Boston, which I gladly accepted. To those gentlemen of Trinidad, and many captains of American vessels, who gave me sea clothing, &c. I offer my cordial gratitude.

Captain Carnes sailed from Trinidad on the 20th February. Fearing the pirates, we kept a long distance from the land and two degrees to westward of Cape Antonia. On our passage experienced several gales of wind, in one of which, while lying to, shipped a sea, which did considerable injury, and swept a young man overboard from the pump, named Nelson. We never saw him again. We arrived at Boston, March 25th, and when I stepped upon the wharf, though much emaciated, I felt truly happy.

I am fully of the opinion that these ferocious pirates are linked in with many inhabitants of Cuba; and the government in many respects appears covertly to encourage them.

It is with heartfelt delight, that, since the above narrative was written, I have learned that Mr. Bracket and his companions are safe; he arrived at Port d'Esprit, about forty leagues east of Trinidad. A letter has been received from him, stating that he should proceed to Trinidad the first opportunity. It appears that after reaching the wreck, they found a boat from the shore, taking on board some of the Exertion's cargo, in which they proceeded to the above place. Why it was not in his power to come to our relief will no doubt be satisfactorily disclosed when he may be so fortunate as once more to return to his native country and friends.

For many months, I remained without any certain information respecting the fate of Mr. Bracket and his companions. But in the course of the ensuing Autumn, if I recollect right, Mr. Bracket very unexpectedly paid me a visit, at Hingham, the place of my residence. We were mutually rejoiced to see each other once more among the living, as for a time at least, each had regarded the other as dead. He gave me an account of his adventures, and of the reasons why he did not return to us. He told me that when they left us, and put to sea, in the miserable boat which we had constructed, they went to the Exertion, and fortunately found a better boat, of which they took possession, and suffered the old one to float away, and it accordingly passed our solitary island in its random course, causing us a great deal of alarm. From the wreck, they steered among the keys to the main-land of Cuba, and reached Principe, the town where my cargo was sold. Here

Mr. Bracket related his tale of suffering, and requested assistance, to rescue the remaining prisoners on the key. The authorities furnished him with several soldiers, with whom he put again to sea, with the humane intention of coming to relieve us. They had gone but a short distance, however, when the soldiers positively refused to go any farther, and forced him to return with them to Principe; thus all his hopes of being able to rescue us, were entirely extinguished. A stranger, and helpless as he was, it was out of his power to do any thing more, and he could only hope that we might have been saved in some other way. Friendless, without money, and debilitated by recent suffering, he hardly knew which way to turn. He was desirous of reaching home, and finally resolved to travel to the north side of Cuba. After a long and tedious journey, during which he suffered dreadfully, from the hard traveling, and want of necessaries and comforts, he at length arrived at Havana, from which port he took passage to Boston. Thus the reasons of his conduct were satisfactorily explained, and my uncertainty respecting his fate, happily terminated.

I felt great anxiety to learn what became of Jamieson, who, my readers will recollect, was detained on board the Spanish Brig Prudentee, near Trinidad. I heard nothing from him, until I believe about eighteen months after I reached home, when I received a letter from him, from Montego Bay, Jamacia, informing me that he was then residing in that island. I immediately wrote to him, and invited him to come on to the United States. He accordingly came on passenger with Capt. Wilson of Cohasset, and arrived in Boston, in August 1824. Our meeting was very affecting. Trying scenes were brought up before us; scenes gone forever, through which we had passed together, where our acquaintance was formed, and since which time, we had never met. I beheld once more the preserver of my life; the instrument, under Providence, of restoring me to my home, my family and my friends, and I regarded him with no ordinary emotion. My family were delighted to see him, and cordially united in giving him a warm reception. He told me that after we separated in Trinidad, he remained on board the Spanish Brig. The commander asked him and his companions if they would enlist; the Frenchmen replied that they would, but he said nothing, being determined to make his escape the very first opportunity which should present. The Spanish Brig afterwards fell in with a Columbian Patriot, an armed Brig of

eighteen guns. Being of equal force, they gave battle, and fought between three and four hours. Both parties were very much injured; and, without any considerable advantage on either side, both drew off to make repairs. The Spanish Brig Prudentee, put into St. Jago de Cuba. Jamieson was wounded in the action, by a musket ball, through his arm, and was taken on shore, with the other wounded, and placed in the hospital at St. Jago. Here he remained for a considerable time, until he had nearly recovered, when he found an opportunity of escaping, and embarked for Jamaica. He arrived in safety at Kingston, and from there, traveled barefoot over the mountains, until very much exhausted, he reached Montego Bay, where he had friends, and where one of his brothers possessed some property. From this place, he afterwards wrote to me. He told me that before he came to Massachusetts, he saw the villainous pilot of the Mexican, the infamous Baltizar, with several other pirates, brought into Montego Bay, from whence they were to be conveyed to Kingston, to be executed. Whether the others were part of the Mexican's crew, or not, I do not know. Baltizar was an old man, and as Jamieson said, it was a melancholy and heart-rending sight, to see him borne to execution with those gray hairs, which might have been venerable in virtuous old age, now a shame and reproach to this hoary villain, for he was full of years, and old in iniquity. When Jamieson received the letter which I wrote, he immediately embarked with Capt. Wilson, and came to Boston, as I have before observed.

According to his own account he was of a very respectable family in Greenock, Scotland. His father when living was a rich cloth merchant, but both his father and mother had been dead many years. He was the youngest of thirteen children, and being as he said of a roving disposition, had always followed the seas. He had received a polite education, and was of a very gentlemanly deportment. He spoke several living languages, and was skilled in drawing and painting. He had traveled extensively in different countries, and acquired in consequence, an excellent knowledge of their manners and customs. His varied information (for hardly any subject escaped him,) rendered him a very entertaining companion. His observations on the character of different nations were very liberal; marking their various traits, their virtues and vices, with playful humorousness, quite free from bigotry, or narrow prejudice.

He was in France, during the disturbance between France

and England, when all British subjects whatever in France were detained prisoners of war. He was one who was thus compelled to remain a prisoner to Napoleon. He was there, at the time of Napoleon's memorable expedition to Russia; and saw the splendid troops of the Emperor when they left delightful France to commence their toilsome, and fatal journey; and also the remnant when they returned, broken down, dispirited, haggard, and wan, their garments hanging about them in tatters, and hardly life enough in them to keep soul and body together. The particulars respecting this period, he could communicate with the minuteness of an eye-witness, which consequently rendered them very interesting. During the first part of his residence in France, he was supported by remittances from his father and allowed the liberty of the city of Valenciennes; a gentleman there, being bound for his good behavior. He thus had an opportunity of visiting, and becoming acquainted with the inhabitants. He lived in this manner several years. At length aroused, as he said, by the consciousness that he was spending the best days of his life in idleness, he formed the determination to try and make his escape from the country. He honorably released the gentleman who was bound for him, from his obligation, frankly telling him that he should run away the first opportunity. From this time he was alternately arrested and imprisoned, and by various stratagems effected his escape, until he had been placed in ninety-three different prisons. During his wanderings he climbed the Alps, and visited the famous passage, cut through the solid rock, by Hannibal, which as he said, was of sufficient magnitude to admit a large loaded waggon to pass through. From his long residence in France, he had learned to speak the French language with a facility, almost equal to a native. The charm of his conversation and manners drew people around him, they hardly knew how, or why.

I was in trade, between Boston and Philadelphia, at the time he came to Massachusetts, and he sailed with me several trips as my mate. He afterwards went to Cuba, and was subsequently engaged in the mackerel fishery, out of the port of Hingham, during the warm season, and in the winter frequently employed himself in teaching navigation to young men, for which he was eminently qualified. He remained with us, until his death, which took place in 1829. At this time he had been out at sea two or three days, when he was taken sick, and was carried into Cape Cod, where he died, on the first day of May 1829, and there his remains lie buried

Peace be to his ashes! They rest in a strange land, far from his kindred, and his native country.

Since his death I have met with Mr. Stewart in Philadelphia, who was Commercial agent in Trinidad at the time of my capture. He informed me, that the piratical schooner Mexican, was afterwards chased by an English government vessel, from Jamaica, which was cruising in search of it. Being hotly pursued the pirates deserted their vessel, and fled to the Mangrove bushes, on an island similar to that on which they had placed me and my crew to die. The English surrounded them and thus they were cut off from all hope of escape. They remained there, I think fourteen days, when being almost entirely subdued by famine, eleven surrendered themselves, and were taken. The others probably perished among the mangroves. The few who were taken were carried by the government vessel into Trinidad. Mr. Stewart said that he saw them himself, and such miserable objects that had life he never before beheld. They were in a state of starvation; their beards had grown to a frightful length, their bodies were covered with filth and vermin, and their countenances were hideous. From Trinidad they were taken to Kingston, Jamaica, and there hung. Thus there is every reason to believe that this horde of monsters was at last broken up, and dispersed.

Ship Boston taken by the Savages at Nootka Sound.

NARRATIVE OF THE SUFFERINGS

And adventures of John R. Jewett, only survivor of the crew of the ship Boston, during a captivity of nearly three years among the Savages of Nootka Sound.

I was born in Boston, a considerable borough town in Lincolnshire, in Great Britain, on the 21st of May, 1783. My father, Edward Jewitt, was by trade a blacksmith, and esteemed among the first in his line of business in that place. At the age of three years I had the misfortune to lose my mother, a most excellent woman, who died in childbed, leaving an infant daughter, who, with myself, and an elder brother by a former marriage of my father, constituted the whole of our family. My father, who considered a good education as the greatest blessing he could bestow on his children, was very particular in paying every attention to us in that respect, always exhorting us to behave well, and endeavoring to impress on our minds the principles of virtue and morality, and no expense in his power was spared to have us instructed in whatever might render us useful and respectable in society. My brother, who was four years older than myself, and of a more hardy constitution, he destined for his own trade, but to me he had resolved to give an education superior to that which is to be obtained in a common school; it being his intention that I should adopt one of the learned professions. Accordingly at the age of twelve he took me from the school in which I had been taught the

first rudiments of learning, and placed me under the care of Mr. Moses, a celebrated teacher of an academy at Donnington, about twenty miles from Boston, in order to be instructed in the Latin language, and in some of the higher branches of the Mathematics. I there made considerable proficiency in writing, reading, and arithmetic, and obtained a pretty good knowledge of navigation and of surveying; but my progress in Latin was slow, not only owing to the little inclination I felt for learning that language, but to a natural impediment in my speech, which rendered it extremely difficult for me to pronounce it, so that in a short time, with my father's consent, I wholly relinquished the study.

Thus passed away the two happiest years of my life, when my father, thinking that I had received a sufficient education for the profession he intended me for, took me from school at Donnington in order to apprentice me to Doctor Mason, a surgeon of eminence at Reasby, in the neighborhood of the celebrated Sir Joseph Banks. The disinclination I ever had felt for the profession my father wished me to pursue, was still further increased on my return. When a child I was always fond of being in the shop, among the workmen, endeavoring to imitate what I saw them do; this disposition so far increased after my leaving the academy, that I could not bear to hear the least mention made of my being apprenticed to a surgeon, and I used so many intreaties with my father to persuade him to give up this plan and learn me his own trade, that he at last consented. More fortunate would it probably have been for me, had I gratified the wishes of this affectionate parent, in adopting the profession he had chosen for me, than thus induced him to sacrifice them to mine. However it might have been, I was at last introduced into the shop, and my natural turn of mind corresponding with the employment, I became in a short time uncommonly expert at the work to which I was set.

About a year after I had commenced this apprenticeship, my father finding that he could carry on his business to more advantage in Hull, removed thither with his family. An event of no little importance to me, as it in a great measure influenced my future destiny. Hull being one of the best ports in England, and a place of great trade, my father had there full employment for his numerous workmen, particularly in vessel work. This naturally leading me to an acquaintance with the sailors on board some of the ships, the many remarkable stories they told me of their voyages and adventures, and of the man-

ners and customs of the nations they had seen, excited a strong wish in me to visit foreign countries, which was increased by my reading the voyages of Capt. Cook, and some other celebrated navigators.

Thus passed the four years that I lived at Hull, where my father was esteemed by all who knew him, as a worthy, industrious, and thriving man. At this period a circumstance occurred which afforded me the opportunity I had for some time wished, of gratifying my inclination of going broad.

Among our principal customers at Hull, were the Americans who frequented that port, and from whose conversation, my father as well as myself formed the most favorable opinion of that country, as affording an excellent field for the exertions of industry, and a flattering prospect for the establishment of a young man in life. In the summer of the year 1802, during the peace between England and France, the ship Boston, belonging to Boston, in Massachusetts, and commanded by Capt. John Salter, arrived at Hull, whither she came to take on board a cargo of such goods as were wanted for the trade, with the Indians on the North-West coast of America, from whence, after having taken in a lading of furs and skins, she was to proceed to China, and from thence home to America. The ship, having occasion for many repairs and alterations, necessary for so long a voyage, the captain applied to my father to do the smith work, which was very considerable. That gentleman, who was of a social turn, used often to call at my father's house, where he passed many of his evenings, with his chief and second mates, Mr. B. Delouisa, and Mr. Wm. Ingraham, the latter a fine young man of about twenty, of a most amiable temper, and of such affable manners, as gained him the love and attachment of our whole crew. These gentlemen used occasionally to take me with them to the theatre, an amusement which I was very fond of, and which my father rather encouraged than objected to, as he thought it a good means of preventing young men who are naturally inclined to seek for something to amuse them, from frequenting taverns, ale houses, and places of bad resort, equally destructive of the health and morals, while the stage frequently furnishes excellent lessons of morality and good conduct.

In the evenings that he passed at my father's, Capt. Salter, who had for a great number of years been at sea, and seen almost all parts of the world, used sometimes to speak of his voyages, and observing me listen with much attention to his relation, he one day, when I had brought him some work, said

to me in rather a jocose manner, John, how should you like to go with me? I answered that it would give me great pleasure, that I had for a long time wished to visit foreign countries, particularly America, which I had been told so many fine stories of, and that if my father would give his consent and he was willing to take me with him, I would go. I shall be very glad to do it, said he, if your father can be prevailed on to let you go, and as I want an expert smith for an armorer, the one I have shipped for that purpose not being sufficiently master of his trade, I have no doubt that you will answer my turn well, as I perceive you are both active and ingenious, and on my return to America, I shall probably be able to do something much better for you in Boston; I will take the first opportunity of speaking to your father about it, and try to persuade him to consent. He accordingly the next evening that he called at our house introduced the subject: my father at first would not listen to the proposal. That best of parents, though anxious for my advantageous establishment in life, could not bear to think of parting with me, but on Capt. Salter's telling him of what benefit it would be to me to go the voyage with him, and that it was a pity to keep a promising and ingenious young fellow, like myself, confined to a small shop in England, when if I had tolerable success, I might do so much better in America, where wages were much higher and living cheaper, he at length gave up his objections and consented that I should ship on board the Boston as an armorer, at the rate of thirty dollars per month; with an agreement that the amount due me, together with a certain sum of money which my father gave Capt. Salter for that purpose, should be laid out by him on the North West Coast in the purchase of furs on my account, to be disposed of in China for such goods as would yield a profit on the return of the ship; my father being solicitous to give me every advantage in his power, of well establishing myself in my trade in Boston or some other maritime town of America. Such were the flattering expectations which this good man indulged respecting me. Alas! the fatal disaster that befel us, not only blasted all these hopes, but involved me in extreme distress and wretchedness for a long period after.

The ship having undergone a thorough repair, and been well coppered, proceeded to take on board her cargo, which consisted of English cloths, Dutch blankets, looking glasses, beads, knives, razors, &c. which were received from Holland, some sugar and molasses, about twenty hogsheads of rum,

including stores for the ship, a great quantity of ammunition, cutlasses, pistols, and three thousand muskets and fowling pieces.

On the third day of September, 1802 we sailed from the Downs with a fair wind, in company with twenty-four sail of American vessels, most of which were bound home.

I was sea-sick for a few of the first days, but it was of short continuance, and on my recovery I found myself in uncommonly fine health and spirits, and went to work with alacrity at my forge, in putting in order some of the muskets, and making daggers, knives, and small hatchets for the Indian trade, while in wet and stormy weather I was occupied below in filing and polishing them.

We had a pleasant and favorable passage of twenty-nine days to the Island of St. Catharine on the coast of Brazils, where the Captain had determined to stop for a few days to wood and water. The ship remained at St. Catharine's four days, during which time, we were busily employed in taking in wood, water, and fresh provisions, Capt. Salter thinking it best to furnish himself here with a full supply for his voyage to the North-west coast, so as not to be obliged to stop at the Sandwich Islands.

Having completed our stores we put to sea, and on the twenty fifth of December at length passed Cape Horn, which we had made no less than thirty-six days before, but were repeatedly forced back by contrary winds, experiencing very rough and tempestuous weather in doubling it.

Immediately after passing Cape Horn, all our dangers and difficulties seemed to be at an end; the weather became fine, and so little labor was necessary on board the ship that the men soon recovered from their fatigue and were in excellent spirits. A few days after we fell in with an English South Sea Whaling Ship, homeward bound, which was the only vessel we spoke with on our voyage. We now took the trade wind or monsoon, during which we enjoyed the finest weather possible, so that for the space of a fortnight we were not obliged to reeve a topsail or to make a tack, and so light was the duty and easy the life of the sailors during this time, that they appeared the happiest of any people in the world.

In this manner, with a fair wind and easy weather from the 28th of December, the period of our passing Cape Horn, we pursued our voyage to the Northward until the 12th of March, 1803, when we made Woody Point in Nootka Sound on the North West Coast of America. We immediately stood up the

Sound for Nootka, where Capt. Salter had determined to stop, in order to supply the ship with water before proceeding up the coast to trade. But in order to avoid the risque of any molestation or interruption to his men from the Indians, while thus employed, he proceeded with the ship about five miles to he Northward of the village, which is situated on Friendly

Arrival of the Boston at Nootka Sound.

Cove, and sent out his chief mate with several of the crew in the boat to find a good place for anchoring her. After sounding for some time they returned with information that they had discovered a secure place for anchorage, on the Western side of an inlet or small bay at about a mile from the coast, near a small island which protected it from the sea, and where there was a plenty of wood and excellent water. The ship accordingly came to anchor in this place, at twelve o'clock at night, in twelve fathom water, muddy bottom, and so near the shore that to prevent the ship from winding we secured her by a hauser to the trees.

On the morning of the next day, the thirteenth, several of the natives came on board in a canoe from the village of Nootka, with their king, called Maquina, who appeared much pleased on seeing us, and with great seeming cordiality, welcomed Capt. Salter and his officers to his country. As I had never before beheld a savage of any nation, it may readily be supposed that the novelty of their appearance, so different from any people that I had hitherto seen, excited in me strong feelings of surprise and curiosity. I was, however, particularly struck with the looks of their king, who was a man of a dig-

nified aspect, about six feet in height and extremely strait and well proportioned; his features were in general good and his face was rendered remarkable by a large Roman nose, a very uncommon form of feature among these people; his complexion was of a dark copper hue, though his face, legs, and arms were on this occasion, so covered with red paint, that their natural color could scarcely be perceived, his eye-brows were painted black in two broad stripes like a new moon, and his long black hair, which shone with oil, was fastened in a bunch on the top of his head and strewed or powdered all over with white down, which gave him a most curious and extraordinary appearance. He was dressed in a large mantle or cloak of the black sea otter skin, which reached to his knees, and was fastened around his middle by a broad belt of the cloth of the country, wrought, or painted with figures of several colors; this dress was by no means unbecoming, but on the contrary had an air of savage magnificence. His men were habited in mantles of the same cloth, which is made from the bark of a tree, and had some resemblance to straw matting, these are nearly square and have two holes in the upper part large enough to admit the arms—they reach as low as the knees and are fastened around their bodies with a belt about four inches broad of the same cloth.

From his having frequently visited the English and American ships that traded to the coast, Maquina had learned the signification of a number of English words, and in general could make himself pretty well understood by us in our own language. He was always the first to go on board such ships as came to Nootka, which he was much pleased in visiting, even when he had no trade to offer, as he almost always received some small present, and was in general extremely well treated by the commanders. He remained on board of us for some time, during which the captain took him into the cabin and treated him with a glass of rum; these people being very fond of distilled spirits, and some biscuit and molasses which they prefer to any kind of food that we can offer them.

As there are seldom many furs to be purchased at this place and it was not fully the season, Capt. Salter had put in here not so much with an expectation of trading as to procure an ample stock of wood and water for the supply of the ship on the coast, thinking it more prudent to take it on board at Nootka, from the generally friendly disposition of the people, than to endanger the safety of his men in sending them on shore for that purpose among the more ferocious natives of the

north. With this view, we immediately set about getting our water casks in readiness, and the next and two succeeding days part of the crew were sent on shore to cut pine timber and assist the carpenter in making it into yards and spars for the ship, while those on board were employed in refitting the rigging, repairing the sails, &c. when we proceeded to take in our wood and water as expeditiously as possible, during which time I kept myself busily employed in repairing the muskets, making knives, tomaxes, &c. and doing such iron work as was wanted for the ship. Meantime more or less of the natives came on board of us daily, bringing with them fresh salmon, with which they supplied us in great plenty, receiving in return some trifling articles. Capt. Salter was always very particular before admitting the people on board to see that they had no arms about them, by obliging them indiscriminately to throw off their garments, so that he felt perfectly secure from any attack. On the fifteenth the king came on board with several of his chiefs ; he was dressed as before in his magnificent otter skin robe, having his face highly painted, and his hair tossed off with the white down which looked like snow ; his chiefs were dressed in mantles of the country cloth of its natural color, which is a pale yellow ; these were ornamented with a broad border painted or wrought in figures of several colors representing men's heads, various animals, &c. and secured around them by a belt like that of the king from which it was distinguished only by being narrower : the dress of the common people is of the same fashion and differs from that of the chiefs in being of a coarser texture and painted red, of one uniform color.

Capt. Salter invited Maquina and his chiefs to dine with him, and it was curious to see how these people, when they eat, seat themselves in their country fashion, upon our chairs, with their feet under them crossed like Turks. They cannot endure the taste of salt, and the only thing they would eat with us was the ship bread which they were very fond of, especially when dipped in molasses, they had also a great liking for tea and coffee when well sweetened. As iron weapons and tools of almost every kind are in much request among them, whenever they came on board they were always very attentive to me, crowding around me at the forge, as if to see in what manner I did my work, and in this way became quite familiar, a circumstance, as will be seen in the end, of great importance to me. The salmon which they brought us furnished a most delicious treat to men who for a long time had

lived wholly on salt provisions, excepting such few sea fish as we had the good fortune occasionally to take. We indeed feasted most luxuriously, and flattered ourselves that we should not want while on the coast for plenty of fresh provisions, little imagining the fate that awaited us, and that this dainty food was to prove the unfortunate lure to our destruction! On the 19th, the king came again on board and was invited by the Captain to dine with him. He had much conversation with Capt. Salter, and informed him that there were plenty of wild ducks and geese near Friendly Cove, on which the Captain made him a present of a double-barrelled fowling piece with which he appeared to be greatly pleased and soon after went on shore.

On the 20th we were nearly ready for our departure, having taken in what wood and water we were in want of.

The next day Maquina came on board with nine pair of wild ducks, as a present, at the same time he brought with him the gun, one of the locks of which he had broken, telling the Captain that it was PESHAK, that is, bad; Capt. Salter was very much offended at this observation, and considering it as a mark of contempt for the present, he called the king a liar, adding other opprobrious terms, and taking the gun from him tossed it indignantly into the cabin and calling me to him said, 'John, this fellow has broken this beautiful fowling piece, see if you can mend it:' on examining it I told him that it could be done. As I have already observed, Maquina knew a number of English words, and unfortunately understood but too well the meaning of the reproachful terms that the Captain addressed to him. He said not a word in reply, but his countenance sufficiently expressed the rage he felt, though he exerted himself to suppress it, and I observed him while the Captain was speaking repeatedly put his hand to his throat and rub it upon his bosom, which he afterwards told me was to keep down his heart which was rising into his throat and choaking him. He soon after went on shore with his men, evidently much discomposed.

On the morning of the 22d, the natives came off to us as usual with salmon, and remained on board, when about noon Maquina came along side with a considerable number of his chiefs and men in their canoes, who, after going through the customary examination were admitted into the ship. He had a whistle in his hand, and over his face a very ugly mask of wood representing the head of some wild beast, appeared to be remarkably good humored and gay, and whilst his people

sung and capered about the deck, entertaining us with a variety of antic tricks and gestures, he blew his whistle to a kind of tune which seemed to regulate their motions. As Capt. Salter was walking on the quarter deck amusing himself with their dancing, the king came up to him and inquired when he intended to go to sea ?—he answered, to-morrow.—Maquina then said, 'you love salmon—much in Friendly Cove, why not go then and catch some ?'—The Captain thought that it would be very desirable to have a good supply of these fish for the voyage, and on consulting with Mr. Delouisa it was agreed to send part of the crew on shore after dinner with the seine in order to procure a quantity. Maquina and his chiefs staid and dined on board, and after dinner the chief mate went off with nine men in the jolly boat and yawl to fish at Friendly Cove, having set the steward on shore at our watering place to wash the captain's clothes. Shortly after the departure of the boats I went down to my vice bench in the steerage where I was employed in cleaning muskets. I had not been there more than an hour when I heard the men hoisting in the long boat, which in a few minutes after, was succeeded by a great bustle and confusion on deck. I immediately ran up the steerage stairs, but scarcely was my head above deck, when I was caught by the hair by one of the savages, and lifted from my feet ; fortunately for me, my hair being short, and the ribbon with which it was tied slipping, I fell from his hold into the steerage. As I was falling, he struck at me with an axe, which cut a deep gash in my forehead and penetrated the skull, but in consequence of losing his hold, I luckily escaped the full force of the blow ; which, otherwise, would have cleft my head in two. I fell, stunned and senseless upon the floor—how long I continued in this situation I know not, but on recovering my senses the first thing that I did, was to try to get up ; but so weak was I, from the loss of blood, that I fainted and fell. I was however soon recalled to my recollection by three loud shouts or yells from the savages, which convinced me that they had got possession of the ship. It is impossible for me to describe my feelings at this terrific sound.—Some faint idea may be formed of them by those who have known what it is to half waken from a hideous dream and still think it real. Never, no, never, shall I lose from my mind the impression of that dreadful moment. I expected every instant to share the wretched fate of my unfortunate companions, and when I heard the song of triumph, by which these infernal yells was succeeded,

my blood ran cold in my veins. Having at length sufficiently recovered my senses to look around me after wiping the blood from my eyes, I saw that the hatch of the steerage was shut. This was done, as I afterwards discovered, by order of Maquina, who, on seeing the savage strike at me with the axe, told him not to hurt me, for that I was the armorer, and would be useful to them in repairing their arms; while at the same time to prevent any of his men from injuring me, he had the hatch closed. But to me this circumstance wore a very different appearance, for I thought that these barbarians had only prolonged my life in order to deprive me of it by the most cruel tortures. I remained in this horrid state of suspense for a very long time, when at length the hatch was opened, and Maquina, calling me by name, ordered me to come up. I groped my way up as well as I was able, being almost blinded with the blood that flowed from my wound, and so weak as with difficulty to walk. The king, on perceiving my situation, ordered one of his men to bring a pot of water to wash the blood from my face, which having done, I was able to see distinctly with one of my eyes, but the other was so swollen from my wound, that it was closed. But what a terrific spectacle met my eyes; six naked savages, standing in a circle around me, covered with the blood of my murdered comrades, with their daggers uplifted in their hands, prepared to strike. I now thought my last moment had come, and recommended my soul to my Maker. The king, who, as I have already observed, knew enough of English to make himself understood, entered the circle, and placing himself before me, addressed me nearly in the following words—"John—I speak —you no say no—You say no—daggers come!" He then asked me if I would be his slave during my life—If I would fight for him in his battles—If I would repair his muskets and make daggers and knives for him—with several other questions, to all of which I was careful to answer, yes. He then told me that he would spare my life, and ordered me to kiss his hands and feet to show my submission to him, which I did —In the mean time his people were very clamorous to have me put to death, so that there should be none of us left to tell our story to our countrymen and prevent them from coming to trade with them; but the king, in the most determined manner opposed their wishes, and to his favor am I wholly indebted for my being yet among the living. As I was busy at work at the time of the attack, I was without my coat, and what with the coldness of the weather, my feebleness from

loss of blood, the pain of my wound and the extreme agitation and terror that I still felt, I shook like a leaf, which the king observing, went into the cabin and bringing up a great coat that belonged to the captain, threw it over my shoulders telling me to drink some rum from a bottle which he handed me, at the same time giving me to understand that it would be good for me and keep me from trembling as I did. I took a draught of it, after which, taking me by the hand, he led me to the quarter deck, where the most horrid sight presented itself that ever my eyes witnessed—the heads of our unfortunate Captain and his crew, to the number of twenty-five, were all arranged in a line, and Maquina ordering one of his people to bring a head, asked me whose it was: I answered, the Captain's; in like manner the others were shown me, and I told him the names excepting a few that were so horribly mangled that I was not able to recognize them. I now discovered that all our unfortunate crew had been massacred, and learned that after getting possession of the ship, the savages had broke open the arm chest and magazine, and supplying themselves with ammunition and arms, sent a party on shore to attack our men who had gone thither to fish, and being joined by numbers from the village, without difficulty, overpowered and murdered them, and cutting off their heads, brought them on board, after throwing their bodies into the sea. On looking upon the deck, I saw it entirely covered with the blood of my poor comrades, whose throats had been cut with their own jack-knives, the savages having seized the opportunity while they were busy in hoisting in the boat to grapple with them and overpower them by their numbers; in the scuffle the Captain was thrown overboard and dispatched by those in the canoes who immediately cut off his head: What I felt on this occasion, may be more readily conceived than expressed.

After I had answered his questions, Maquina took my silk handkerchief from my neck and bound it round my head, placing over the wound a leaf of tobacco, of which we had a great quantity on board. This was done at my desire, as I had often found from personal experience the benefit of this application to cuts.

Maquina then ordered me to get the ship under way for friendly Cove. This I did by cutting the cables and sending some of the natives aloft to loose the sails, which they performed in a very bungling manner. But they succeeded so far in loosing the jib and topsails, that, with the advantage

of a fair wind, I succeeded in getting the ship into the Cove, where, by order of the king, I ran her ashore on a sandy beach, at 8 o'clock at night.

We were received by the inhabitants of the village, men, women, and children, with loud shouts of joy, and a most horrible drumming with sticks upon the roofs and sides of their houses, in which they had also stuck a great number of lighted pine torches, to welcome their kings return and congratulate him on the success of his enterprise.

Maquina then took me on shore to his house which was very large and filled with people—where I was received with much kindness by the women, particularly those belonging to the king, who had no less than nine wives, all of whom came around me expressing much sympathy for my misfortunes, gently stroking and patting my head in an encouraging and soothing manner, with words expressive of condolence. How sweet is compassion even from savages?—Those who have been in a similar situation, can alone truly appreciate its value. In the mean time, all the warriors of the tribe, to the number of five hundred, had assembled at the king's house to rejoice for their success. They exulted greatly in having taken our ship, and each one boasted of his own particular exploits in killing our men, but they were in general much dissatisfied with my having been suffered to live, and were very urgent with Maquina to deliver me to them to be put to death, which he obstinately refused to do, telling them that he had promised me my life and would not break his word; and that besides, I knew how to repair and to make arms, and should be of great use to them.

The king then seated me by him and ordered his women to bring him something to eat, when they set before him some dried clams and train oil, of which he ate very heartily, and encouraged me to follow his example, telling me to eat much and take a great deal of oil which would make me strong and fat; notwithstanding his praise of this new kind of food, I felt no disposition to indulge in it, both the smell and taste being loathsome to me; and had it been otherwise, such was the pain I endured, the agitation of my mind, and the gloominess of my reflections, that I should have felt very little inclination for eating. Not satisfied with his first refusal to deliver me up to them the people again became clamorous that Maquina should consent to my being killed, saying that not one of us ought to be left alive to give information to others of our countrymen and prevent them from coming to trade, or induce

them to revenge the destruction of our ship, and they at length became so boisterous that he caught up a large club in a passion and drove them all out of the house. During this scene a son of the king, of about eleven years old, attracted no doubt by the singularity of my appearance, came up to me: I carressed him; he returned my attentions with much apparent pleasure, and considering this as a fortunate opportunity to gain the good will of the father, I took the child on my knee, and cutting the metal buttons from off the coat I had on, I tied them around his neck. At this he was highly delighted, and became so much attached to me that he would not quit me.

The king appeared much pleased with my attention to his son, and telling me that it was time to go to sleep, directed me to lie with his son next to him, as he was afraid lest some of his people would come while he was asleep and kill me with their daggers. I laid down as he ordered me, but neither the state of my mind nor the pain I felt would allow me to sleep. About midnight I was greatly alarmed by the approach of one of the natives, who came to give information to the king that there was one of the white men alive, who had knocked him down as he went on board the ship at night. This Maquina communicated to me, giving me to understand that soon as the sun rose he should kill him. I endeavored to persuade him to spare his life, but he bade me be silent and go to sleep. I said nothing more but lay revolving in my mind what method I could devise to save the life of this man. What a consolation thought I, what a happiness would it prove to me in my forlorn state among these heathen, to have a Christian and one of my own countrymen, for a companion, and how greatly would it alleviate and lighten the burden of my slavery. As I was thinking of some plan for his preservation, it all at once came into my mind that this man was probably the sail-maker of the ship, named Thompson, as I had not seen his head among those on deck, and knew that he was below at work upon the sails not long before the attack. The more I thought of it the more probable it appeared to me, and as Thompson was a man nearly forty years of age, and had an old look, I conceived it would be easy to make him pass for my father, and by this means prevail on Maquina to spare his life. Towards morning I fell into a doze, but was awakened with the first beams of the sun by the king, who told me that he was going to kill the man who was on board the ship, and ordered me to accompany him. I arose and followed him leading with me the young prince his son.

On coming to the beach I found all the men of the tribe assembled. The king addressed them, saying that one of the white men had been found alive on board the ship, and requested their opinion as to saving his life or putting him to death. They were unanimously for the last: this determination he made known to me. Having arranged my plan, I asked him, pointing to the boy whom I still held by the hand, if he loved his son, he answered that he did; I then asked the child if he loved his father, and on his replying in the affirmative. I said "and I also love mine." I then threw myself on my knees at Maquina's feet and implored him with tears in my eyes to spare my father's life, if the man on board should prove to be him, telling him that if he killed my father it was my wish that he should kill me too, and that if he did not I would kill myself,—and that he would thus lose my services; whereas, by sparing my father's life he would preserve mine, which would be of great advantage to him by my repairing and making arms for him. Maquina appeared moved by my entreaties and promised not to put the man to death if he should be my father. He then explained to his people what I had said, and ordered me to go on board and tell the man to come on shore. To my unspeakable joy on going into the hold, I found that my conjecture was true, Thompson was there, he had escaped without any injury, excepting a slight wound in the nose, given him by one of the savages with a knife as he attempted to come on deck, during the scuffle. Finding the savages in possession of the ship, as he afterwards informed me, he secreted himself in the hold, hoping for some chance to make his escape—but that the Indian who came on board in the night approaching the place where he was, he supposed himself discovered, and being determined to sell his life as dearly as possible, as soon as he came within his reach, he knocked him down, but the Indian immediately springing up ran off at full speed.—I informed him in a few words that all our men had been killed; that the king had preserved my life, and had consented to spare his on the supposition that he was my father, an opinion which he must be careful not to undeceive them in, as it was his only safety. After giving him his cue, I went on shore with him and presented him to Maquina, who immediately knew him to be the sail-maker and was much pleased, observing that he could make sails for his canoe.—He then took us to his house and ordered something for us to eat.

On the 24th and 25th the natives were busily employed in

taking the cargo out of the ship, stripping her of her sails and rigging, cutting away the spars and masts, and in short rendering her as complete a wreck as possible, the muskets, ammunition, cloth, and all the principal articles taken from her, being deposited in the king's house.

While they were thus occupied, each one taking what he liked, my companion and myself being obliged to aid them, I thought it best to secure the accounts and papers of the ship in hopes that on some future day I might have it in my power to restore them to the owners. With this view I took possession of the Captain's writing desk which contained the most of them, together with some paper and implements for writing. I had also the good fortune to find a blank account book, in which I resolved, should it be permitted me, to write an account of our capture and the most remarkable occurrences that I should meet with during my stay among these people, fondly indulging the hope that it would not be long before some vessel would arrive to release us. I likewise found in the cabin, a small volume of sermons, a bible, and a common prayer book of the Church of England, which furnished me and my comrade great consolation in the midst of our mournful servitude, and enabled me, under the favor of divine providence, to support with firmness, the miseries of a life which I might otherwise have found beyond my strength to endure. As these people set no value upon things of this kind, I found no difficulty in appropriating them to myself, by putting them in my chest, which though it had been broken open and rifled by the savages, as I still had the key, I without much difficulty secured. In this I also put some small tools belonging to the ship, with several other articles, particularly a journal kept by the second mate, Mr. Ingraham, and a collection of drawings and views of places taken by him, which I had the good fortune to preserve, and on my arrival at Boston, I gave them to a connexion of his, the honourable Judge Dawes, who sent them to his family in New York.

On the 26th, two ships were seen standing in for Friendly Cove. At the first appearance the inhabitants were thrown into great confusion, but soon collecting a number of muskets and blunderbusses, ran to the shore, from whence they kept up so brisk a fire at them, that they were evidently afraid to approach nearer, and after firing a few rounds of grape shot which did no harm to any one, they wore ship and stood out to sea. These ships, as I afterwards learned, were the Mary and Juno of Boston.

They were scarcely out of sight when Maquina expressed much regret that he had permitted his people to fire at them, being apprehensive that they would give information to others in what manner they had been received, and prevent them from coming to trade with him.

A few days after hearing the capture of the ship, there arrived at Nootka a great number of canoes filled with savages from no less than twenty tribes to the North and South. Among those from the North were the Ai-tizarts, Schoo-mad-its, Neu-wit-ties, Savin-ars, Ah-owz-arts, Mo-watch-its, Such-setts, Neu-chad-lits, Mich-la-its and Cay-u-quets; the most of whom were considered as tributary to Nootka. From the South, the Aytch-arts and Esquiates, also tributary, with the Kla-oo-quates, and the Wickanninish, a large and powerful tribe about two hundred miles distant. These last were better clad than most of the others, and their canoes wrought with much greater skill; they are furnished with sails as well as paddles, and with the advantage of a fair breeze, are usually but twenty four hours on their passage.

Maquina, who was very proud of his new acquistion, was desirous of welcoming these visitors in the European manner. He accordingly ordered his men, as the canoes approached, to assemble on the beach with loaded muskets and blunderbusses, placing Thompson at the cannon which had been brought from the ship and laid upon two long sticks of timber in front of the village, then taking a speaking trumpet in his hand he ascended with me, the roof of his house and began drumming or beating upon the boards with a stick most violently. Nothing could be more ludicrous than the appear-

ance of this motley group of savages collected on the shore, dressed as they were, with their ill-gotten finery, in the most fantastic manner, some in women's smocks, taken from our cargo, others in Kotsacks, (or cloaks) of blue, red or yellow broadcloth, with stockings drawn over their heads, and their necks hung round with numbers of powder-horns, shot-bags, and cartouch-boxes, some of them having no less than ten muskets apiece on their shoulders, and five or six daggers in their girdles. Diverting indeed was it to see them all squat ted upon the beach, holding their muskets perpendicularly, with the butt pressed upon the sand instead of against their shoulders, and in this position awaited the order to fire. Ma quina, at last, called to them with his trumpet to fire, which they did in the most awkward and timid manner, with their muskets hard pressed upon the ground as above mentioned. At the same moment the cannon were fired by Thompson, immediately on which they threw themselves back and began to roll and tumble over the sand as if they had been shot, when suddenly springing up they began a song of triumph and running backward and forward upon the shore, with the wildest gesticulations, boasted of their exploits and exhibited as trophies what they had taken from us. Notwithstanding the unpleasantness of my situation, and the feelings that this display of our spoil excited, I could not avoid laughing at the strange appearance of these savages, their awkward movements, and the singular contrast of their dress and arms.

When the ceremony was concluded, Maquina invited the strangers to a feast at his house, consisting of whale blubber, smoked herring spawn, and dried fish and train oil, of which they ate most plentifully. The feast being over, the trays out of which they ate, and other things, were immediately removed to make room for the dance which was to close the entertainment. This was performed by Maquina's son, the young prince Sat-sat-sock-sis, whom I have already spoken of in the following manner—Three of the principal chiefs, dressed in their otter-skin mantles, which they wear only on extraordinary occasions and at festivals, having their heads covered over with white down and their faces highly painted, came forward in the middle of the room, each furnished with a bag filled with the white down, which they scattered around in such a manner as to represent a fall of snow. These were followed by the young prince, who was dressed in a long piece of yellow cloth, wrapped loosely around him, and decorated with small bells, with a cap on his head, to which was fastened

a curious mask in imitation of a wolf's head, while the rear was brought up by the king himself in his robe of sea-otter skin, with a small whistle in his mouth, and a rattle in his hand, with which he kept time to a sort of tune on his whistle. After passing very rapidly in this order around the house, each of them seated himself, except the prince, who immediately began his dance, which principally consisted in springing up into the air in a squat posture, and constantly turning around on his heels with great swiftness in a very narrow circle. This dance, with a few intervals of rest, was continued for about two hours, during which the chiefs kept up a constant drumming with sticks of about a foot in length on a long hollow plank, which was, though a very noisy, a most doleful kind of music. This they accompanied with songs, the king himself acting as chorister, while the women applauded each feat of activity in the dancer by repeating the words, Wocash! Wocash! Tyee! that is good! very good prince. As soon as the dance was finished Maquina began to give presents to the strangers in the name of his son Sat-sat-sok-sis. These were pieces of European cloth generally of a fathom in length, muskets, powder, shot, &c. Whenever he gave them any thing, they had a peculiar manner of snatching it from him with a very stern and surly look, repeating each time the words, Wocash, Tyee. This I understood to be their custom, and was considered as a compliment which if omitted would be supposed as a mark of disregard for the present. On this occasion Maquina gave away no less than one hundred muskets, the same number of looking glasses, four hundred yards of cloth, and twenty casks of powder, with other things.

After receiving these presents, the strangers retired on board their canoes, for so numerous were they, that Maquina would not suffer any but the chiefs to sleep in the houses; and in order to prevent the property from being pillaged by them, he ordered Thompson and myself to keep guard, during the night, armed with cutlasses and pistols.

In this manner tribes of savages from various parts of the coast, continued coming for several days, bringing with them, blubber oil, herring spawn, dried fish and clams, for which they received in return, presents of cloth, &c. after which they in general immediately returned home. I observed that very few, if any of them, except the chiefs, had arms, which I afterwards learned is the custom with these people whenever they come upon a friendly visit to trade, in order to show, on their approach, that their intentions are pacific

Early on the morning of the 18th the ship was discovered to be on fire. This was owing to one of the savages having gone on board with a fire brand at night for the purpose of plunder, some sparks from which fell into the hold, and communicating with some combustibles soon enveloped the whole in flames. The natives regretted the loss of the ship the more as a great part of her cargo still remained on board. To my companion and myself it was a most melancholy sight, for with her disappeared from our eyes every trace of a civilized country; but the disappointment we experienced was still more severely felt, for we had calculated on having the provisions to ourselves, which would have furnished us with a stock for years, as whatever is cured with salt, together with most of our other articles of food, are never eaten by these people. I had luckily saved all my tools excepting the anvil, and the bellows which was attached to the forge, and from their weight had not been brought on shore. We had also the good fortune in looking over what had been taken from the ship to discover a box of chocolate and a case of port wine, which as the Indians were not fond of it proved a great comfort to us for some time, and from one of the natives I obtained a nautical almanack, which had belonged to the Captain, and which was of great use to me in determining the time.

About two days after, on examining their booty, the savages found a tierce of rum with which they were highly delighted, as they have become very fond of spirituous liquors since their intercourse with the whites.—This was towards evening, and Maquina having assembled all the men at his house, gave a feast, at which they drank so freely of the rum, that in a short time, they became so extremely wild and frantic that Thompson and myself, apprehensive for our safety, thought it prudent to retire privately into the woods, where we continued till past midnight. On our return we found the women gone, who are always very temperate, drinking nothing but water, having quitted the house and gone to the other huts to sleep, so terrified were they at the conduct of the men, who all lay stretched out on the floor in a state of complete intoxication. How easy in this situation would it have been for us to have dispatched or made ourselves masters of our enemies, had there been any ship near to which we could have escaped, but as we were situated, the attempt would have been madness. The wish of revenge was however less strongly impressed on my mind, than what appeared to be so evident an

interposition of divine Providence in our favor. How little can man penetrate its designs, and how frequently is that intended as a blessing which he views as a curse. The burning of our ship which we had lamented so much, as depriving us of so many comforts, now appeared to us in a very different light, for had the savages got possession of the rum of which there were nearly twenty puncheons on board, we must inevitably have fallen a sacrifice to their fury in some of their moments of intoxication. This cask fortunately and a case of gin was all the spirits they obtained from the ship. To prevent the recurrence of similar danger I examined the cask, and finding still a considerable quantity remaining, I bored a small hole in the bottom with a gimblet, which before morning to my great joy completely emptied it.

By this time the wound in my head began to be much better, so that I could enjoy some sleep which I had been almost deprived of by the pain, and though I was still feeble from the loss of blood and my sufferings, I found myself sufficiently well to go to work at my trade, in making for the king and his wives bracelets and other small ornaments of copper or steel, and in repairing the arms, making use of a large square stone for the anvil, and heating my metal in a common wood fire. This was very gratifying to Maquina and his women particularly, and secured me their good will.

In the mean time great numbers from the other tribes kept continually flocking to Nootka, bringing with them in exchange for the ship's plunder such quantities of provision, that notwithstanding the little success that Maquina met with in whaling this season, and their gluttonous waste, always eating to excess when they have it, regardless of the morrow, seldom did the natives experience any want of food during the summer. As to myself and companion we fared as they did, never wanting for such provisions as they had, though we were obliged to eat it cooked in their manner and with train oil as a sauce, a circumstance not a little unpleasant, both from their uncleanly mode of cooking, and many of the articles of their food which to an European are very disgusting, but, as the saying is, hunger will break through stone walls, and we found at times in the blubber of sea animals and the flesh of the dog fish, loathsome as it in general was, a very acceptable repast. But much oftener would poor Thompson who was no favorite with them, have suffered from hunger, had it not been for my furnishing him with provisions—This I was enabled to do from my work. Maquina allowing me the

privilege, when not employed for him, to work for myself in making bracelets and other ornaments of copper, fish-hooks, daggers, &c. either to sell to the tribes who visited us, or for our own chiefs, who on these occasions besides supplying me with as much as I wished to eat, and a sufficiency for Thompson, almost always made me a present of an European garment taken from the ship, or some fathoms of cloth, which were made up by my comrade, and enabled us to go comfortably clad for some time, or small bundles of penknives, razors, scissors, &c. for one of which we could always procure from the natives two or three fresh salmon, cod, or halibut; or dried fish, clams and herring spawn from the stranger tribes; and had we only been permitted to cook them after our own way, as we had pots, and other utensils belonging to the ship, we should not have had much cause of complaint in this respect, but so tenacious are these people of their customs, particularly in the article of food and cooking, that the king always obliged me to give whatever provisions I bought to the women to cook—and one day finding Thompson and myself on the shore employed in boiling down sea-water into salt, on being told what it was, he was very much displeased, and taking the little we had procured, threw it into the sea. In one instance alone, as a particular favour, he allowed me to boil some salmon in my own way, when I invited him and his queen to eat with me; they tasted it, but did not like it, and made their meal of some of it cooked in their country fashion.

In May, the weather became uncommonly mild and pleasant, and so forward was vegetation that I picked a plenty of strawberries by the middle of the month. Of this fruit there are great quantities on this coast, and I found them a most delicious treat. My health had now become almost re-established, my wound being so far healed that it gave me no farther trouble. I had never failed to wash it regularly once a day in sea water, and to dress it with a fresh leaf of tobacco, which I obtained from the natives, who had taken it from the ship, but made no use of it. This was all the dressing I gave it, except applying to it two or three times, a little loaf sugar, which Maquina gave me, in order to remove some proud flesh which prevented it from closing. My cure would doubtless have been much sooner effected had I have been in a civilized country, where I could have had it dressed by a surgeon and properly attended to. But alas! I had no good Samaritan with oil and wine to bind up my wounds, and fortunate

might I even esteem myself that I was permitted to dress it, for the utmost that I could expect from the natives was compassion for my misfortunes, which I indeed experienced from the women, particularly the queen, or favorite wife of Maquina, the mother of Sat-sat-sok-sis, who used frequently to point to my head and manifest much kindness and solicitude for me. I must do Maquina the justice to acknowledge that he always appeared desirous of sparing me any labor which he believed might be hurtful to me, frequently inquiring in an affectionate manner, if my head pained me. As for the others, some of the chiefs excepted, they cared little what became of me, and probably would have been gratified with my death.

My health being at length re-established and my wound healed, Thompson became very importunate for me to begin my journal, and as I had no ink, proposed to cut his finger to supply me with blood for the purpose whenever I should want it. On the first of June I accordingly commenced a regular diary, but had no occasion to make use of the expedient suggested by my comrade, having found a much better substitute in the expressed juice of a certain plant, which furnished me with a bright green color and after making a number of trials I at length succeeded in obtaining a very tolerable ink, by boiling the juice of the blackberry with a mixture of finely powdered charcoal, and filtering it through a cloth. This I afterwards preserved in bottles and found it answer very well, so true is it that "necessity is the mother of invention." As for quills I found no difficulty in procuring them, whenever I wanted, from the crows and ravens with which the beach was almost always covered, attracted by the offal of whales, seals, &c. and which were so tame that I could easily kill them with stones, while a large clam shell furnished me with an ink stand.

The extreme solicitude of Thompson that I should begin my journal, might be considered as singular in a man, who neither knew how to read or write, a circumstance by the way, very uncommon in an American, were we less acquainted with the force of habit, he having been for many years at sea, and accustomed to consider the keeping of a journal, as a thing indispensable. This man was born in Philadelphia, and at eight years old ran away from his friends and entered as a cabin boy on board a ship bound to London; on his arrival there finding himself in distress, he engaged as an apprentice to the captain of a Collier, from whence he was impressed on board an English man of war, and continued in

the British naval service about twenty-seven years, during which he was present at the engagement under Lord Howe with the French fleet in June, 1794, and when peace was made between England and France was discharged. He was a very strong and powerful man, an expert boxer, and perfectly fearless, indeed so little was his dread of danger, that when irritated he was wholly regardless of his life. Of this the following will furnish a sufficient proof.

One evening about the middle of April, as I was at the house of one of the chiefs, where I had been employed on some work for him, word was brought me that Maquina was going to kill Thompson. I immediately hurried home, where I found the king in the act of presenting a loaded musket at Thompson, who was standing before him with his breast bared and calling on him to fire. I instantly stepped up to Maquina, who was foaming with rage, and addressing him in soothing words, begged him for my sake not to kill my father, and at length succeeded in taking the musket from him and persuading him to sit down. On inquiring into the cause of his anger, I learned that while Thompson was lighting the lamps in the king's room, Maquina having substituted ours for their pine torches, some of the boys began to teaze him running round him, and pulling him by the trowsers, among the most forward of whom was the young prince. This caused Thompson to spill the oil, which threw him into such a passion, that without caring what he did, he struck the prince so violent a blow in his face with his fist as to knock him down. The sensation excited among the savages by an act, which was considered as the highest indignity, and a profanation of the sacred person of majesty may be easily conceived. The king was immediately acquainted with it, who, on coming in and seeing his son's face covered with blood, seized a musket and began to load it, determined to take instant revenge on the audacious offender, and had I arrived a few minutes later than I did, my companion would certainly have paid with his life for his rash and violent conduct. I found the utmost difficulty in pacifying Maquina, who for a long time after could not forgive Thompson, but would repeatedly say, "John you die—Thompson kill?" But to appease the king was not all that was necessary. In consequence of the insult offered to their prince, the whole tribe held a council, in which it was unanimously resolved that Thompson should be put to death in the most cruel manner. I however interceded so strenuously with Maquina, for his life, telling him that if my

father was killed, I was determined not to survive him, that he refused to deliver him up to the vengeance of his people, saying, that for John's sake they must consent to let him live. The prince, who, after I had succeeded in calming his father, gave me an account of what had happened, told me that it was wholly out of regard for me, as Thompson was my father, that his life had been spared, for that if any one of the tribe should dare to lift a hand against him in anger, he would most certainly be put to death.

Yet even this narrow escape produced not much effect on Thompson, or induced him to restrain the violence of his temper. For not many weeks after, he was guilty of a similar indiscretion, in striking the eldest son of a chief, who was about eighteen years old, and according to their custom was considered as a Tyee, or chief himself, in consequence of his having provoked him by calling him a white slave. This affair caused great commotion in the village, and the tribe was very clamorous for his death, but Maquina would not consent. I used frequently to remonstrate with him on the imprudence of his conduct and beg him to govern his temper better, telling him that it was our duty since our lives were in the power of these savages, to do nothing to exasperate them. But all I could say on this point availed little, for so bitter was the hate he felt for them, which he was no way backward in manifesting both by his looks and actions, that he declared he never would submit to their insults, and that he had much rather be killed than be obliged to live among them, adding that he only wished he had a good vessel and some guns, and he would destroy the whole of the cursed race; for to a brave sailor like him, who had fought the French and Spaniards with glory, it was a punishment worse than death to be a slave to such a poor, ignorant, despicable set of beings.

As for myself I thought very differently. After returning thanks to that merciful Being who had in so wonderful a manner softened the hearts of these savages in my favour, I had determined from the first of my capture to adopt a conciliating conduct towards them, and conform myself, as far as was in my power, to their customs and mode of thinking, trusting that the same divine goodness that had rescued me from death, would not always suffer me to languish in captivity among these heathen. With this view I sought to gain their good will by always endeavouring to assume a cheerful countenance, appearing pleased with their sports and buffoon tricks, making little ornaments for the wives and children of

the chiefs, by which means I became quite a favourite with them, and fish hooks, daggers, &c. for themselves. As a far ther recommendation to their favour, and what might eventually prove of the utmost importance to us, I resolved to learn their language, which in the course of a few months residence I so far succeeded in acquiring as to be able in general to make myself understood. I likewise tried to persuade Thompson to learn it, as what might prove necessary to him. But he refused, saying, that he hated both them and their cursed lingo and would have nothing to do with it.

By pursuing this conciliatory plan, so far did I gain the good will of the savages, particularly the chiefs, that I scarcely ever failed experiencing kind treatment from them, and was received with a smile of welcome at their houses, where I was always sure of having something given me to eat, whenever they had it, and many a good meal have I had from them, when they themselves were short of provisions and suffering for the want of them. And it was a common practice with me when we had nothing to eat at home which happened not unfrequently during my stay among them, to go around the village, and on noticing a smoke from any of the houses, which denoted that they were cooking, enter in without ceremony and ask them for something, which I was never refused. Few nations indeed, are there, so very rude and unfeeling, whom constant mild treatment and an attention to please, will not mollify and obtain from them some return of kind attention. This, the treatment I received from these people may exemplify, for not numerous, even among those calling themselves civilized, are there instances to be found of persons depriving themselves of food to give it to a stranger, whatever may be his merits.

Though my comrade and myself fared as well, and even better than we could have expected among these people, considering their customs and mode of living, yet our fears lest no ship would come to our release, and that we should never more behold a Christian country, were to us a source of constant pain. Our principal consolation in this gloomy state, was to go on Sundays, whenever the weather would permit, to the borders of a fresh water pond, about a mile from the village, where, after bathing, and putting on clean clothes, we would seat ourselves under the shade of a beautiful pine, while I read some chapters in the Bible, and the prayers appointed by our Church for the day, ending our devotions with a fervent prayer to the Almighty that he would deign still to

watch over and preserve our lives, rescue us from the hands of the savages, and permit us once more to behold a Christian land. In this manner were the greater part of our Sundays passed at Nootka ; and I felt grateful to heaven, that amidst our other sufferings, we were at least allowed the pleasure of offering up our devotions unmolested, for Maquina, on my explaining to him as well as was in my power the reason of our thus retiring at this time, far from objecting, readily consented to it. The pond above mentioned was small, not more than a quarter of a mile in breadth and of no great length, the water being very clear, though not of great depth, and bordered by a beautiful forest of pine, fir, elm, and beach free from bushes and underwood—a most delightful retreat, which was rendered still more attractive by a great number of birds that frequented it, particularly the humming bird. Thither we used to go to wash our clothes, and felt secure from any intrusion from the natives, as they rarely visited it except for the purpose of cleansing themselves of their paint.

In July we at length thought that the hope of delivery we had so long anxiously indulged, was on the point of being gratified. A ship appeared in the offing, but alas, our fond hopes vanished almost as soon as formed; for instead of standing in for the shore she passed to the northward and soon disappeared. I shall not attempt to describe our disappointment,—my heart sunk within me, and I felt as though it was my destiny never more to behold a Christian face. Four days after there occurred a tremendous storm of thunder and lightning, during which the natives manifested great alarm and terror, the whole tribe, hurrying to Maquina's house, where instead of keeping within, they seated themselves on the roof amid the severest of the tempest, drumming upon the boards, and looking up to heaven, while the king beat the long hollow plank, singing and, as he afterwards told me, begging Quahootze, the name they give to God, not to kill them, in which he was accompanied by the whole tribe; this singing and drumming was continued until the storm abated.

As the summer drew near its close, we began to suffer from the frequent want of food, which was principally owing to Maquina and the chiefs being out whaling, in which he would not permit Thompson and myself to join, lest we should make our escape to some of the neighboring tribes. At these times the women seldom or ever cook any provision, and we

were often hungry, but were sometimes fortunate enough to procure secretly, a piece of salmon, some other fish, spawn, or even blubber, which, by boiling in salt water, with a few onions and turnips, the remains of the Spanish garden, or young nettles and other herbs, furnished us a delicious repast in private. In the mean time, we frequently received accounts from the tribes who came to Nootka, both from the north and south, of there being vessels on the coast, and were advised by their chiefs to make our escape, who also promised us their aid, and to put us on board. These stories, however, as I afterwards learned, were almost all of them without any foundation, and merely invented by these people with a view to get us into their power in order to make slaves of us themselves, or to sell us to others. But I was still more strongly solicited to leave Nootka by a woman. This was a Wickinninish princess, a younger sister of Maquina's wife, who was there on a visit. I had the good fortune, if it may be so called, to become quite a favorite with her. She appeared much interested for me—asked me many questions respecting my country, if I had a mother and sister at home, and if they would not grieve for my absence. Her complexion was fairer than that of the women in general, and her features more regular, and she would have been quite handsome had it not been for a defect in one of her eyes, the sight of which had been injured by some accident, the reason, as Maquina told me why she had not been married, a defect of this kind being by these savages considered as almost an insuperable objection. She urged me repeatedly to return with her, telling me that the Wickinninish were much better than the Nootkians; that her father would treat me more kindly than Maquina, give me better food and clothes, and finally put me on board one of my own country vessels. I felt, however, little disposed to accompany her, considering my situation with Maquina full as eligible as it would be with the Wickinninish, if not better, notwithstanding all she said to the contrary.

On the third of September, the whole tribe quitted Nootka, according to their constant practice, in order to pass the autumn and winter at Tashees and Cooptee, the latter lying about thirty miles up the Sound in a deep bay, the navigation of which is very dangerous from the great number of reefs and rocks with which it abounds. On these occasions every thing is taken with them, even the planks of their houses, in order to cover their new dwellings. To an European, such a

removal exhibits a scene quite novel and strange: canoes piled up with boards and boxes, and filled with men, women and children of all ranks and sizes, making the air resound with their cries and songs. At these times, as well as when they have occasion to go some distance from their houses, the infants are usually suspended across the mother's shoulders, in a kind of cradle or hammock, formed of bark, of about six inches in depth, and of the length of the child, by means of a leather band inserted through loops on its edges; this they also keep them in when at home, in order to preserve them in a strait position and prevent any distortion of the limbs, most probably a principal cause of these people being so seldom deformed or crooked. The long boat of our ship having been repaired and furnished with a sail by Thompson, Maquina gave us the direction of it, we being better acquainted with managing it than his people, and after loading her as deep as she could swim, we proceeded in company with them to the north, quitting Nootka with heavy hearts, as we could entertain no hopes of release until our return, no ships ever coming to that part of the coast. Passing Cooptee, which is situated on the southern bank, just within the mouth of a small river flowing from the east in a narrow valley at the foot of a mountain, we proceeded about fifteen miles up this stream to Tashees, between a range of lofty hills on each side, which extend a great distance inland, and are covered with the finest forest trees of the country. Immediately on our arrival, we all went to work very diligently in covering the houses with the planks we had brought, the frames being ready erected, these people never pretending to remove the timber. In a very short time the work was completed, and we were established in our new residence.

Tashees is pleasantly situated and in a most secure position from the winter storms, in a small vale or hollow on the south shore, at the foot of a mountain. The spot on which it stands is level, and the soil very fine, the country in its vicinity abounding with the most romantic views, charmingly diversified, and fine streams of water falling in beautiful cascades from the mountains. The river at this place is about twenty rods in width, and, in its deepest part, from nine to twelve feet. This village is the extreme point of navigation, as immediately beyond, the river becomes much more shallow, and is broken into rapids and falls. The houses here are placed in a line like those at Nootka, but closer together, the situation being more confined, they are also smaller, in conse-

quence of which we were much crowded, and incommoded for room.

The principal object in coming to this place, is the facility it affords these people of providing their winter stock of provisions, which consists principally of salmon, and the spawn of that fish; to which may be added herring and sprats, and herring spawn. The latter, however, is always procured by them at Nootka, previous to their quitting it. At the seasons of spawning, which are early in the spring and the last of August, they collect a great quantity of pine branches, which they place in different parts of the Cove at the depth of about ten feet and secure them by means of heavy stones. On these the herring deposit their spawn in immense quantities; the bushes are then taken up, the spawn stripped from the branches, and after being washed and freed from the pine leaves by the women, is dried and put up in baskets for use. It is considered as their greatest delicacy, and eaten both cooked and raw: in the former case, being boiled and eaten with train oil, and in the latter, mixed up with cold water alone.

The salmon are taken at Tashees, principally in pots or wears. Their method of taking them in wears is thus:—A pot of twenty feet in length, and from four to five feet diameter at the mouth, is formed of a great number of pine splinters which are strongly secured, an inch and a half from each other, by means of hoops made of flexible twigs, and placed about eight inches apart. At the end it tapers almost to a point, near which is a small wicker door, for the purpose of taking out the fish. This pot or wear is placed at the foot of a fall or rapid, where the water is not very deep, and the fish driven from above with long poles, are interrupted and caught in the wear, from whence they are taken into the canoes. In this manner I have seen more than seven hundred salmon caught in the space of fifteen minutes. I have also sometimes known a few of the striped bass taken in this manner, but rarely.

At such times there is great feasting and merriment among them. The women and female slaves being busily employed in cooking, or in curing the fish for their winter stock, which is done by cutting off the heads and tails, splitting them, taking out the back bone, and hanging them up in their houses to dry. They also dry the halibut and cod, but these instead of curing whole, they cut up into small pieces for that purpose, and expose to the sun. The spawn of the salmon,

which is a principal article of their provision, they take out, and without any other preparation, throw it into their tubs, where they leave it to stand and ferment, for though they frequently eat it fresh, they esteem it much more when it has acquired a strong taste, and one of the greatest favors they can confer on any person, is to invite him to eat Quakamiss, the name they give this food, though scarcely any thing can be more repugnant to an European palate, than it is in this state; and whenever they took it out of these large receptacles, which they are always careful to fill, such was the stench which it exhaled, on being moved, that it was impossible for me to abide it, even after habit had in a great degree dulled the delicacy of my senses.—When boiled it became less offensive, though it still retained much of the putrid smell and something of the taste.

Such is the immense quantity of these fish, and they are taken with such facility, that I have known upwards of twenty-five hundred brought into Maquina's house at once, and at one of their great feasts, have seen one hundred or more cooked in one of their largest tubs.

I used frequently to go out with Maquina upon these fishing parties, and was always sure to receive a handsome present of salmon, which I had the privilege of calling mine; I also went with him several times in a canoe, to strike the salmon, which I have attempted to do myself, but could never succeed, it requiring a degree of adroitness that I did not possess. I was also permitted to go out with a gun, and was several times very successful in shooting wild ducks, and teal, which are very numerous here, though rather shy. These they cooked in their usual manner, by boiling, without any farther dressing than skinning them. In many respects, however, our situation was less pleasant here than at Nootka. We were more incommoded for room, the houses not being so spacious, nor so well arranged, and as it was colder, we were compelled to be much more within doors. We however, did not neglect on Sundays, when the weather would admit, to retire into the woods, and by the side of some stream, after bathing, return our thanks to God for preserving us, and offer up to him our customary devotions. I was however, very apprehensive, soon after our arrival at this place, that I should be deprived of the satisfation of keeping my journal, as Maquina one day observing me writing in it, enquired of me what I was doing, and when I endeavored to explain it, by telling him that I was keeping an account of the

weather, he said it was not so, and that I was speaking bad about him, and telling how he had taken our ship and killed the crew, so as to inform my countrymen, and that if he ever saw me writing in it again, he would throw it into the fire. I was much rejoiced that he did no more than threaten, and became very cautious afterwards not to let him see me write.

Not long after I finished some daggers for him, which I polished highly; these pleased him much, and he gave me directions to make a cheetoolth, in which I succeeded so far to his satisfaction, that he gave me a present of cloth sufficient to make me a complete suit of raiment, besides other things. Thompson, also, who had become rather more of a favorite than formerly, since he had made a fine sail for his canoe, and some garments for him out of European cloth, about this time completed another, which was thought by the savages a most superb dress. This was a Kootsuk or mantle a fathom square, made entirely of European vest patterns of the gayest colors These were sewed together, in a manner to make the best show, and bound with a deep trimming of the finest otter skin, with which the arm-holes were also bordered; while the bottom was farther embellished with five or six rows of gilt buttons, placed as near as possible to each other. Nothing could exceed the pride of Maquina when he first put on this royal robe, decorated like the coat of Joseph, with all the colors of the rainbow, and glittering with the buttons, which as he strutted about made a tinkling, while he repeatedly exclaimed in a transport of exultation, Klew shish Katsuk—wick kum atack Nootka. A fine garment—Nootka can't make him.

Maquina, who knew that the chiefs of the tribes who came to visit us, had endeavored to persuade me to escape, frequently cautioned me not to listen to them, and that should I make the attempt, and he were to take me, he should certainly put me to death. While here he gave me a book in which I found the names of seven persons belonging to the ship Manchester of Philadelphia, Captain Brian, viz.—Daniel Smith, Lewis Gillon, James Tom, Clark, Johnson, Ben and Jack. These men, as Maquina informed me, ran away from the ship, and came to him, but that six of them soon after went off in the night, with an intention to go to the Wickinninish, but ewre stopped by the Eshquiates, and sent back to him, and that he ordered them to be put to death; and a most cruel death it was, as I was told by one of the natives, four men holding one of them on the ground, and forcing open his

mouth, while they choaked him by ramming stones down his throat. As to Jack the boy, who made no attempt to go off, Maquina afterwards sold him to the Wickinninish. I was informed by the princess Yuqua, that he was quite a small boy, who cried a great deal, being put to hard labor beyond his strength by the natives, in cutting wood and bringing water, and that when he heard of the murder of our crew, it had such an effect on him that he fell sick and died shortly after. On learning the melancholy fate of this unfortunate lad, it again awakened in my bosom those feelings that I had experienced at the shocking death of my poor comrades.

The king finding that I was desirous of learning their language, was much delighted, and took great pleasure in conversing with me. On one of these occasions, he explained to me his reasons for cutting off our ship, saying that he bore no ill will to my countrymen, but that he had been several times treated very ill by them. The first injury of which he had cause to complain, was done him by a Captain Tawnington, who commanded a schooner which passed a winter at Friendly Cove, where he was well treated by the inhabitants. This man taking advantage of Maquina's absence, who had gone

The Sea Otter firing upon the Natives.

to the Wickinninish to procure a wife, armed himself and crew, and entered the house where there were none but women, whom he threw into the greatest consternation, and searching the chests, took away all the skins, of which Maquina had no less than forty of the best; and that about the same time, four of their chiefs were barbarously killed by a

Captain Martinez, a Spaniard. That soon after Captain Hanna, of the Sea-Otter, in consequence of one of the natives having stolen a chizzel from the carpenter, fired upon their canoes which were along side, and killed upwards of twenty of the natives, of whom several were Tyees or chiefs, and that he himself being on board the vessel, in order to escape was obliged to leap from the quarter deck, and swim for a long way under water.

These injuries had excited in the breast of Maquina, an ardent desire of revenge, the strongest passion of the savage heart, and though many years had elapsed since their commission, still they were not forgotten, and the want of a favourable opportunity alone prevented him from sooner avenging them. Unfortunately for us, the long wished for opportunity at length presented itself in our ship: which Maquina finding not guarded with the usual vigilance of the North West Traders, and feeling his desire of revenge rekindled by the insult offered him by Capt. Salter, formed a plan for attacking, and on his return, called a council of his chiefs, and communicated it to them, acquainting them with the manner in which he had been treated. No less desirous of avenging this affront offered their king, than former injuries, they readily agreed to his proposal, which was to go on board without arms as usual, but under different pretexts, in greater numbers, and wait his signal for the moment of attacking their unsuspecting victims. The execution of this scheme, as the reader knows, was unhappily too successful. And here I cannot but indulge a reflection that has frequently occurred to me on the manner in which our people behave towards the natives. For though they are a thievish race, yet I have no doubt that many of the melancholy disasters have principally arisen from the imprudent conduct of some of the captains and crews of the ships employed in this trade, in exasperating them by insulting, plundering, and even killing them on slight grounds. This, as nothing is more sacred with a savage than the principle of revenge, and no people are so impatient under insult, induces them to wreak their vengeance upon the first vessel or boat's crew that offers, making the innocent too frequently suffer for the wrongs of the guilty, as few of them know to discriminate between persons of the same general appearance, more especially when speaking the same language. And to this cause do I believe, must principally be ascribed the sanguinary disposition with which these people are reproached, as Maquina repeatedly

told me that it was not his wish to hurt a white man, and that he never should have done it, though ever so much in his power, had they not injured him. And were the commanders of our ships to treat the savages with rather more civility than they sometimes do, I am inclined to think they would find their account in it; not that I should recommend to them a confidence in the good faith and friendly professions of these people, so as in any degree to remit their vigilance, but on the contrary, to be strictly on their guard, and suffer but a few of them to come on board the ship, and to admit not many of their canoes along side at a time; a precaution that would have been the means of preventing some of the unfortunate events that have occurred, and if attended to, may in future, preserve many a valuable life. Such a regulation too, from what I know of their disposition, and wants, would produce no serious difficulty in trading with the savages, and they would soon become perfectly reconciled to it.

Among the provisions which the Indians procure at Tashees, I must not omit mentioning a fruit that is very important, as forming a great article of their food. This is what is called by them the Yama, a species of berry that grows in bunches like currants, upon a bush from two to three feet high, with a large, round and smooth leaf. This berry is black, and about the size of a pistol shot, but of rather an oblong shape, and open at the top like the blue wortleberry. The taste is sweet but a little acrid, and when first gathered, if eaten in any great quantity, especially without oil, is apt to produce cholics. To procure it, large companies of women go out in the mountains, accompanied by armed men, to protect them against wild beasts, where they frequently remain for several days, kindling a fire at night, and sheltering themselves under sheds constructed of boughs. At these parties, they collect great quantities. I have known Maquina's queen and her women return loaded, bringing with them upwards of twelve bushels. In order to preserve it, it is pressed in the bunches between two planks, and dried and put away in baskets for use. It is always eaten with oil.

Of berries of various kinds, such as straw-berries, raspberries, black-berries, &c. there are great quantities in the country, of which the natives are very fond, gathering them in their seasons, and eating them with oil, but the yama is the only one that they preserve.

Fish is, however, their great article of food, as almost all the others, excepting the yama, may be considered as accidental.

They nevertheless are far from disrelishing meat, for instance, venison and bear's flesh. With regard to the latter, they have a most singular custom, which is, that any one who eats of it is obliged to abstain from eating any kind of fresh fish whatever, for the term of two months, as they have a superstitious belief, that should any of their people after tasting bear's flesh, eat of fresh salmon, cod, &c. the fish, though at ever so great a distance off, would come to the knowledge of it, and offended thereat, as not to allow themselves to be taken by any of the inhabitants. This I had an opportunity of observing while at Tashees, a bear having been killed early in December, of which not more than ten of the natives would eat, being prevented by the prohibition annexed to it, which also was the reason of my comrade and myself not tasting it, on being told by Maquina the consequence.

As there is something quite curious in their management of this animal, when they have killed one, I shall give a description of it. After well cleansing the bear from the dirt and blood, with which it is generally covered when killed, it

Thompson shooting a Bear.

is brought in and seated opposite the king in an upright posture, with a chief's bonnet, wrought in figures on its head, and its fur powdered over with the white down. A tray of provisions is then set before it, and it is invited by words and gestures to eat. This mock ceremony over, the reason of which I could never learn, the animal is taken and skinned, and the flesh and entrails boiled up into a soup, no part, but the paunch being rejected.

This dressing the bear as they call it, is an occasion of great rejoicing throughout the village, all the inhabitants being invited to a great feast at the king's house, though but a few of them, in consequence of the penalty, will venture to eat of the flesh, but generally content themselves with their favorite dish of herring spawn and water. The feast on this occasion was closed by a dance from Sat-sat-sak-sis, in the manner I have already described, in the course of which he repeatedly shifted his mask for another of a different form.

A few days after a second bear was taken, like the former by means of a trap. This I had the curiosity to go and see at the place where it was caught, which was in the following manner. On the edge of a small stream of water in the mountains, which the salmon ascend, and near the spot where the bear is accustomed to watch for them, which is known by its track, a trap or box about the height of a man's head is built of posts and planks with a flat top, on which are laid a number of large stones or rocks. The top and sides are then carefully covered with turf, so as to resemble a little mound, and wholly to exclude the light, a narrow entrance of the height of the building only being left, just sufficient to admit the head and shoulders of the beast. On the inside, to a large plank that covers the top, is suspended by a strong cord a salmon, the plank being left loose so that a forcible pull will bring it down. On coming to its usual haunt, the bear enters the trap, and endeavouring to pull away the fish, brings down the whole covering with its load of stones upon its head, and is almost always crushed to death on the spot, or so wounded as to be unable to escape. They are always careful to examine these traps every day, in order if a bear be caught, to bring it away, and cook it immediately, for it is not a little singular, that these people will eat no kind of meat that is in the least tainted, or not perfectly fresh, while on the contrary, it is hardly possible for a fish to be in too putrid a state for them, and I have frequently known them when a whale has been driven ashore, bring pieces of it home with them in a state of offensiveness insupportable to any thing but a crow, and devour it with high relish, considering it as preferable to that which is fresh.

On the morning of the 13th of December, commenced what to us appeared a most singular farce. Apparently without any previous notice, Maquina discharged a pistol close to his son's ear, who immediately fell down as if killed, upon which all the women of the house set up a most lamentable cry,

tearing handfuls of hair from their heads, and exclaiming that the prince was dead, at the same time a great number of the inhabitants, rushed into the house armed with their daggers, muskets, &c. enquiring the cause of their outcry, these were immediately followed by two others dressed in wolf skins, with masks over their faces representing the head of that animal; the latter came in on their hands and feet in the manner of a beast, and taking up the prince carried him off upon their backs, retiring in the same manner they entered. We saw nothing more of the ceremony, as Maquina came to us, and giving us a quantity of dried provisions, ordered us to quit the house and not return to the village before the expiration of seven days, for that if we appeared within that period, he should kill us.

At any other season of the year such an order would by us have been considered as an indulgence, in enabling us to pass our time in whatever way we wished, and even now, furnished as we were, with sufficient provision for that term, it was not very unpleasant to us more particularly Thompson, who was always desirous to keep as much as possible out of the society and sight of the natives, whom he detested. Taking with us our provisions, a bundle of clothes, and our axes, we obeyed the directions of Maquina and withdrew into the woods, where we built ourselves a cabin to shelter us, with the branches of trees, and keeping up a good fire, secured ourselves pretty well from the cold. Here we passed the prescribed period of our exile, with more content than much of the time while with them, employing the day in reading and praying for our release, or in rambling round and exploring the country, the soil of which we found to be very good, and the face of it, beautifully diversified with hills and vallies, refreshed with the finest streams of water, and at night enjoyed comfortable repose upon a bed of soft leaves, with our garments spread over us to protect us from the cold.

At the end of seven days we returned, and found several of the people of A-i-tiz-zart with their king or chief at Tashees, who had been invited by Maquina to attend the close of this performance, which I now learnt was a celebration, held by them annually, in honor of their god, whom they call Quahootze, to return him their thanks for his past, and implore his future favors. It terminated on the 21st, the day after our return, with a most extraordinary exhibition. Three men, each of whom had two bayonets run through his sides, between the ribs, apparently regardless of the pain, traversed the room,

backwards and forwards, singing war songs, and exulting in this display of firmness.

On the arrival of the 25th, we could not but call to mind, that this being Christmas, was in our country a day of the greatest festivity, when our fellow countrymen assembled in their churches, were celebrating the goodness of God, and the praises of the Saviour. What a reverse did our situation offer—captives in a savage land, and slaves to a set of ignorant beings, unacquainted with religion or humanity, hardly were we permitted to offer up our devotions by ourselves in the woods, while we felt even grateful for this privilege. Thither with the king's permission, we withdrew, and after reading the service appointed for the day, sung the hymn of the Nativity, fervently praying that heaven in its goodness would permit us to celebrate the next festival of this kind in some Christian land. On our return, in order to conform as much as was in our power to the custom of our country, we were desirous of having a better supper than usual. With this view we bought from one of the natives, some dried clams and oil, and a root called Kletsup, which we cooked by steaming, and found it very palatable. This root consists of many fibres, of six inches long, and of the size of a crow quill. It is sweet of an agreeable taste, not unlike the Quanoose, and it is eaten with oil. The plant that produces it I have never seen.

On the 31st, all the tribe quitted Tashees for Cooptee, whither they go to pass the remainder of the winter, and complete their fishing, taking off every thing with them in the same manner as at Nootka. We arrived in a few hours at Cooptee, which is about fifteen miles, and immediately set about covering the houses, which was soon completed.

This place, which is their great herring and sprat fishery, stands just within the mouth of the river, on the same side with Tashees, in a very narrow valley at the foot of a high mountain. Though nearly as secure as Tashees from the winter storms, it is by no means so pleasantly situated, though to us it was a much more agreeable residence, as it brought us nearer Nootka, where we were impatient to return, in hopes of finding some vessel there, or hearing of the arrival of one near.

The first snow that fell this seasen, was the day after our arrival, on New-Years; a day that like Christmas, brought with it, painful recollections, but at the same time led us to indulge the hope of a more fortunate year than the last

Early on the morning of the 7th of January, Maquina took me with him in his canoe on a visit to Upquesta, chief of the A-i-tiz-zarts, who had invited him to attend an exhibition at his village, similar to the one with which he had been entertained at Tashees. This place is between twenty and thirty miles distant up the sound, and stands on the banks of a small river about the size of that of Cooptee, just within its entrance in a valley of much greater extent than that of Tashees; it consists of fourteen or fifteen houses, built and disposed in the manner of those at Nootka. The tribe, which is considered as tributary to Maquina, amounts to about three hundred warriors, and the inhabitants, both men and women, are among the best looking of any people on the coast.

On our arrival we were received at the shore by the inhabitants, a few of whom were armed with muskets, which they fired with loud shouts and exclamations of Wocash, wocash.

We were welcomed by the chief's messenger, or master of ceremonies, dressed in his best garments, with his hair powdered with white down, and holding in his hand the cheetoolth, the badge of his office. This man preceded us to the chief's house, where he introduced and pointed out to us our respective seats. On entering, the visitors took off their hats, which they always wear on similar occasions, and Maquina his outer robes, of which he has several on whenever he pays a visit, and seated himself near the chief. As I was dressed in European clothes I became quite an object of curiosity to these people, very few of whom had ever seen a white man. They crowded around me in numbers, taking hold of my clothes, examining my face, hands and feet, and even opening my mouth to see if I had a tongue, for notwithstanding I had by this time become well acquainted with their language, I preserved the strictest silence, Maquina on our first landing having enjoined me not to speak, until he should direct. Having undergone this examination for some time, Maquina at length made a sign to me to speak to them. On hearing me address them in their own language, they were greatly astonished and delighted, and told Maquina that they now perceived that I was a man like themselves, except that I was white and looked like a seal, alluding to my blue jacket and trowsers, which they wanted to persuade me to take off, as they did not like their appearance. Maquina in the mean time gave an account to the chief, of the scheme he had formed for surprizing our ship, and the manner in which he and his people had carried it into execution, with such particular and horrid de-

tails of that transaction as chilled the blood in my viens. Trays of boiled herring spawn and train oil were soon after brought in and placed before us, neither the chief or any of his people eating at the same time, it being contrary to the ideas of hospitality entertained by these nations, to eat any part of the food that is provided for strangers, always waiting until their visitors have finished, before they have their own brought in.

The following day closed their festival with an exhibition of a similar kind, to that which had been given at Tashees, but still more cruel, the different tribes appeared on these occasions to endeavor to surpass each other, in their proofs of fortitude and endurance of pain. In the morning twenty men entered the chief's house, with each an arrow run through the flesh of his sides, and either arm, with a cord fastened to the end, which as the performers, advanced, singing and boasting, was forcibly drawn back by a person having hold of it. After this performance was closed we returned to Cooptee, which we reached at midnight, our men keeping time with their songs to the stroke of their paddles.

The natives now began to take the herring and sprat in immense quantities, with some salmon, and there was nothing but feasting from morning till night. The following is the method they employ to take the herring. A stick about seven feet long, two inches broad, and half an inch thick, is formed from some hard wood, one side of which is set with sharp teeth, made from whale bone, at about half an inch apart. Provided with this instrument, the fisherman seats himself in the prow of a canoe, which is paddled by another, and whenever he comes to a shoal of herring, which cover the water in great quantities, he strikes it with both hands upon them, and at the same moment turning it up, brings it over the side of the canoe, into which he lets those that are taken drop. It is astonishing to see how many are caught by those who are dexterous at this kind of fishing, as they seldom fail when the shoals are numerous, of taking as many as ten or twelve at a stroke, and in a very short time will fill a canoe with them. Sprats are likewise caught in a similar manner.

About the beginning of February, Maquina gave a great feast, at which were present not only all the inhabitants, but one hundred persons from A-i-tiz-zart, and a number from Winckinninish, who had been invited to attend it. It is customary with them to give an annual entertainment of this kind, and it is astonishing to see what a quantity of provisions is expended, or rather wasted on such an occasion, when they

always eat to the greatest excess. It was at this feast that I saw upwards of a hundred salmon cooked in one tub. The whole residence at Cooptee presents an almost uninterruped succession of feasting and gormondizing, and it would seem as if the principal object of these people was to consume their whole stock of provisions before leaving it, trusting entirely to their success in fishing and whaling, for a supply at Nootka.

On the 25th of February, we quitted Cooptee, and returned to Nootka. With much joy did Thompson and myself again find ourselves in a place, where notwithstanding the melancholy recollections which it excited, we hoped before long to see some vessel arrive to our relief, and for this we became more solicitous, as of late we had become much more apprehensive of our safety in consequence of information brought Maquina a few days before we left Cooptee, by some of the Cayuquets, that there were twenty ships at the northward preparing to come against him, with an intention of destroying him and his tribe, for cutttng off the Boston. This story which was wholly without foundation, and discovered afterwards to have been invented by these people, for the purpose of disquieting him, threw him into great alarm, and notwithstanding all I could say to convince him that it was an unfounded report, so great was his jealousy of us, especially after it had been confirmed to him by some others of the same nation, that he treated us with much harshness, and kept a very suspicious eye upon us. Nothing indeed could oe more unpleasant than our present situation, when I reflected that our lives were altogether dependent on the will of a savage, on whose caprice and suspicions no rational calculation could be made.

Not long after our return, a son of Maquina's sister, a boy of eleven years old, who had been for some time declining, died. Immediately on his death, which was about midnight, all the men and women in the house, set up loud cries and shrieks, which awakening Thompson and myself, so disturbed us that we left the house. This lamentation was kept up during the remainder of the night. In the morning, a great fire was kindled, in which Maquina burned in honour of the deceased, ten fathoms of cloth, and buried with him ten fathoms more, eight of I-whaw, four prime sea otter skins, and two small trunks, containing our unfortunate captain's clothes and watch. This boy was considered as a Tyee or chief, being the only son of Tootoosch, one of their principal chiefs, who

had married Maquina's sister, whence arose this ceremony on his interment; it being an established custom with these people, that whenever a chief dies, his most valuable property is burned or buried with him; it is, however, wholly confined to the chiefs, and appears to be a mark of honour appropriate to them. In this instance Maquina furnished the articles, in order that his nephew might have the proper honours rendered him. Tootoosch his father, was esteemed the first warrior of the tribe, and was one who had been particularly active in the destruction of our ship, having killed two of our poor comrades, who were ashore, whose names were Hall and Wood. About the time of our removal to Tashees, while in the enjoyment of the highest health, he was suddenly seized with a fit of delirium, in which he fancied that he saw the ghosts of those two men constantly standing by him, and threatening him, so that he would take no food, except what was forced into his mouth. A short time before this, he had lost a daughter of about fifteen years of age, which afflicted him greatly, and whether his insanity, a disorder very uncommon amongst these savages, no instance of the kind having occurred within the memory of the oldest man amongst them, proceeded from this cause, or that it was the special interposition of an all merciful God in our favour, who by this means thought proper to induce these barbarians still farther to respect our lives, or that for hidden purposes, the Supreme Disposer of events, sometimes permits the spirits of the dead to revisit the world, and haunt the murderer, I know not, but his mind from this period until his death, which took place but a few weeks after that of his son, was incessantly occupied with the images of the men whom he had killed. This circumstance made much impression upon the tribe, particularly the chiefs, whose uniform opposition to putting us to death, at the various councils that were held on our account, I could not but in part attribute to this cause, and Maquina used frequently in speaking of Tootoosch's sickness, to express much satisfaction that his hands had not been stained with the blood of any of our men. When Maquina was first informed by his sister, of the strange conduct of her husband, he immediately went to his house, taking us with him; suspecting that his disease had been caused by us, and that the ghosts of our countrymen had been called thither by us, to torment him. We found him raving about Hall and Wood, saying that they were peshak, that is bad. Maquina then placed some provisions before him to see if he would eat. On perceiving it, he put forth his hand to

take some, but instantly withdrew it with signs of horror, saying that Hall and Wood were there, and would not let him eat. Maquina then pointing to us, asked if it was not John and Thompson who troubled him. Wik, he replied, that is, no, John klushish—Thompson klushish—John and Thompson are both good; then turning to me, and patting me on the shoulders, he made signs to me to eat. I tried to persuade him that Hall and Wood were not there, and that none were near him but ourselves: he said, I know very well you do not see them, but I do. At first Maquina endeavored to convince him that he saw nothing, and to laugh him out of his belief, but finding that all was to no purpose, he at length became serious, and asked me if I had ever seen any one affected in this manner, and what was the matter with him. I gave him to understand, pointing to his head, that his brain was injured, and that he did not see things as formerly. Being convinced by Tootoosch's conduct, that we had no agency in his indisposition, on our return home, Maquina asked me what was done in my country in similar cases I told him that such persons were closely confined, and sometimes tied up and whipped, in order to make them better. After pondering for some time, he said that he should be glad to do any thing to relieve him, and that he should be whipped, and immediately gave orders to some of his men, to go to Tootoosch's house, bind him, and bring him to his, in order to undergo the operation. Thompson was the person selected to administer this remedy, which he undertook very readily, and for that purpose provided himself with a good number of spruce branches, with which he whipped him most severely, laying it on with the best will imaginable, while Tootoosch displayed the greatest rage, kicking, spitting, and attempting to bite all who came near him. This was too much for Maquina, who at length, unable to endure it longer, ordered Thompson to desist, and Tootoosch to be carried back, saying that if there was no other way of curing him but by whipping, he must remain mad.

The application of the whip, produced no beneficial effect on Tootoosch, for he afterwards became still more deranged; in his fits of fury sometimes seizing a club, and beating his slaves in a most dreadful manner, and striking and spitting at all who came near him, till at length his wife no longer daring to remain in the house with him, came with her son to Maquina's.

The whaling season now commenced, and Maquina was out almost every day in his canoe in pursuit of them, but for

a considerable time, with no success, one day breaking the staff of his harpoon, another, after having been a long time fast to a whale, the weapon drawing, owing to the breaking of the shell which formed its point, with several such like accidents, arising from the imperfection of the instrument. At these times he always returned very morose and out of temper, upbraiding his men with having violated their obligation to continence preparatory to whaling. In this state of ill humor he would give us very little to eat, which added to the women not cooking when the men are away, reduced us to very low fare.

In consequence of the repeated occurrence of similar accidents, I proposed to Maquina to make him a harpoon or foreganger of steel, which would be less liable to fail him. The idea pleased him, and in a short time I completed one for him, with which he was much delighted, and the very next day, went out to make trial of it. He succeeded with it in taking the whale. Great was the joy throughout the village as soon as it was known that the king had secured the whale, by notice from a person stationed at the head-land in the offing. All the canoes were immediately launched, and, furnished with harpoons and seal skin floats, hastened to assist in buoying it up and in towing it in. The bringing in of this fish exhibited a scene of universal festivity. As soon as the canoes appeared at the mouth of the cove, those on board of them singing a song of triumph to a slow air, to which they kept time with their paddles, all who were on shore, men, women and children, mounted the roofs of their houses, to congratulate the king on his success, drumming most furiously on the planks, and exclaiming Wocash—wocash Tyee.

The whale on being drawn on shore, was immediately cut up, and a great feast of the blubber given at Maquina's house, to which all the village were invited, who indemnified themselves for their lent, by eating as usual to excess. I was highly praised for the goodness of my harpoon, and a quantity of blubber given me, which I was permitted to cook as I pleased, this I boiled in salt water with some young nettles and other greens for Thompson and myself, and in this way we found it tolerable food.

Their method of procuring the oil, is to skim it from the water in which the blubber is boiled, and when cool, put it up into whale bladders for use, and of these I have seen them so large as when filled would require no less than five or six men to carry. Several of the chiefs, among whom were Ma-

quina's brother, who after the king has caught the first whale, are privileged to take them also, were very desirous, on discovering the superiority of my harpoon, that I should make some for them, but this Maquina would not permit, reserving for himself this improved weapon. He however gave me directions to make a number more for himself which I executed, and also made him several lances, with which he was greatly pleased.

As these people have some very singular observances preparatory to whaling, an account of them will, I presume, not prove uninteresting, especially as it may serve to give a better idea of their manners. A short time before leaving Tashees, the king makes a point of passing a day alone on the mountain, whither he goes very privately early in the morning, and does not return till late in the evening. This is done, as I afterwards learned, for the purpose of singing and praying to his God for success in whaling the ensuing season. At Cooptee the same ceremoney is performed, and at Nootka after the return thither, with still greater solemnity, as for the next two days he appears very thoughtful and gloomy, scarcely speaking to any one, and observes a most rigid fast. On these occasions, he always has a broad red fillet made of bark, bound round his head, in token of humiliation, with a large branch of green spruce on the top, and his great rattle in his hand. In addition to this, for a week before commencing their whaling, both himself and the crew of his canoe observe a fast, eating but very little, and going into the water several times in the course of each day to bathe, singing and rubbing their bodies, limbs and faces with shells and bushes, so that on their return I have seen them look as though they had been severely torn with briers. They are likewise obliged to abstain of from any commerce with their women for the like period, the latter restriction being considered as indispensible to their success.

Early in June, Tootoosch the crazy chief, died. On being acquainted with his death the whole village, men, women and children set up a loud cry, with every testimony of the greatest grief, which they continued for more than three hours. As soon as he was dead, the body, according to their custom, was laid out on a plank, having the head bound round with a red bark fillet, which is with them an emblem of mourning and sorrow. After laying some time in this manner, he was wrapped in an otter-skin robe, and three fathoms of I-whaw being put about his neck, he was placed in a large coffin or

box of about three feet deep, which was ornamented on the outside with two rows of the small white shells. In this, the most valuable articles of his property were placed with him, among which were no less than twenty-four prime sea-otter skins. At night, which is their time for interring the dead, the coffin was borne by eight men, with two poles, thrust through ropes passed around it, to the place of burial, accompanied by his wife and family, with their hair cut short, in token of grief, all the inhabitants joining the procession. The place of burial was a large cavern on the side of a hill at a little distance from the village, in which, after depositing the coffin carefully, all the attendants repaired to Maquina's house, where a number of articles belonging to the deceased, consisting of blankets, pieces of cloth, &c. were burned by a person appointed by Maquina for that purpose, dressed and painted in the highest style, with his head covered with white down, who, as he put in the several pieces, one by one, poured upon them a quantity of oil to increase the flame, in the intervals between, making a speech and playing off a variety of buffoon tricks, and the whole closed with a feast, and a dance from Sat-sat-sak-sis, the king's son.

The man who performed the ceremony of burning on this occasion, was a very singular character, named Kinneclimmets. He was held in high estimation by the king, though only of the common class, probably from his talent for mimicry and buffoonry, and might be considered as a kind of king's jester, or rather as combining in his person the character of a buffoon with that of master of ceremonies, and public orator to his majesty, as he was the one who at feasts always regulated the places of the guests, delivered speeches on receiving or returning visits, besides amusing the company at all their entertainments, with a variety of monkey pranks and antic gestures, which appeared to these savages the height of wit and humour, but would be considered as extremely low by the least polished people. Almost all the kings or head chiefs of the principal tribes, were accompanied by a similar character, who appeared to be attached to their dignity, and are called in their language, Climmer-habbee.

This man, Kinneclimmets, was particularly odious to Thompson, who would never join in the laugh at his tricks, but when he began, would almost always quit the house with a very surly look, and an exclamation of, cursed fool! which Maquina, who thought nothing could equal the cleverness of his Climmer-habbee used to remark with much dissatisfaction,

asking me why Thompson never laughed, observing that I must have had a very good tempered woman indeed for my mother, as my father was so very ill-natured a man. Among those performances that gained him the greatest applause, was his talent of eating to excess, for I have known him devour at one meal, no less than seventy-five large herring, and at another time when a great feast was given by Maquina, he undertook, after drinking three pints of oil by way of whet, to eat four dried salmon, and five quarts of spawn, mixed up with a gallon of train oil, and actually succeeded in swallowing the greater part of this mess, until his stomach became so overloaded, as to discharge its contents in the dish. One of his exhibitions, however, had nearly cost him his life, this was on occasion of Kla-quak-ee-na, one of the chiefs, having bought him a new wife, in celebration of which he ran three times through a large fire, and burned himself in such a manner, that he was not able to stir for more than four weeks. These feats of savage skill were much praised by Maquina, who never failed to make him a present of cloth, muskets, &c. on such occasions.

The death of Tootoosch increased still more the disquietude which his delirium had excited among the savages, and all those chiefs who had killed our men became much alarmed, lest they should be seized with the same disorder and die like him; more particularly as I had told Maquina, that I believed his insanity was a punishment inflicted on him by Quahootze, for his cruelty in murdering two innocent men, who had never injured him.

Our situation had now become unpleasant in the extreme. The summer was so far advanced, that we nearly despaired of a ship arriving to our relief, and with that expectation, almost relinquished the hope of ever having it in our power to quit this savage land. We were treated too with less indulgence than before, both Thompson and myself being obliged, in addition to our other employments, to perform the laborious task of cutting and collecting fuel, which we had to bring on our shoulders from nearly three miles distant, as it consisted wholly of dry trees, all of which near the village, had been consumed. To add to this, we suffered much abuse from the common people, who, when Maquina or some of the chiefs were not present would insult us, calling us wretched slaves, asking us where was our Tyee or captain, making gestures signifying that his head had been cut off, and that they would do the like to us; though they generally took good care at

such times to keep well out of Thompson's reach, as they had more than once experienced to their cost the strength of his fist. This conduct was not only provoking and grating to our feelings in the highest degree, but it convinced us of the ill disposition of these savages towards us, and rendered us fearful lest they might at some time or other persuade or force Maquina and the chiefs, to put us to death.

We were also often brought to great distress for the want of provision, so far as to be reduced to collect a scanty supply of muscles and limpets from the rocks, and sometimes even compelled to part with some of our most necessary articles of clothing, in order to purchase food for our subsistence. This was, however, principally owing to the inhabitants themselves experiencing a great scarcity of provisions this season ; there having been, in the first place, but very few salmon caught at Friendly Cove, a most unusual circumstance, as they generally abound there in the spring, which was by the natives attributed to their having been driven away by the blood of our men who had been thrown into the sea, which with true savage inconsistency, excited their murmurs against Maquina, who had proposed cutting off our ship. Relying on this supply, they had in the most inconsiderate manner squandered away their winter stock of provisions, so that in a few days after their return, it was entirely expended. Nor were the king and chiefs much more fortunate in their whaling, even after I had furnished Maquina with the improved weapon for that purpose ; but four whales having been taken during the season, which closes the last of May, including one that had been struck by Maquina and escaped, and was afterwards driven on shore about six miles from Nootka, in almost a state of putridity. These afforded but a short supply, to a population, including all ages and sexes, of no less than fifteen hundred persons, and of a character so very improvident, that after feasting most gluttonously whenever a whale was caught, they were several times a week together, reduced to the necessity of eating but once a day, and of collecting cockles and muscles from the rocks for their food. And even after the cod and halibut fishing commenced in June, in which they met with tolerable success, such was the savage caprice of Maquina that he would often give us but little to eat, finally ordering us to buy a canoe and fishing implements, and go out ourselves and fish, or we should have nothing. To do this, we were compelled to part with our great coats, which were not only important to us as garments, but of which we made our beds, spreading them under us when we

slept. From our want of skill, however, in this new employ, we met with no success, on discovering which, Maquina ordered us to remain at home.

Another thing, which to me in particular, proved an almost constant source of vexation and disgust, and which living among them had not in the least reconciled me to, was their extreme filthiness, not only in eating fish, especially the whale, when in a state of offensive putridity, but while at their meals of making a practice of taking the vermin from their heads or clothes, and eating them, by turns thrusting their fingers into their hair, and into the dish, and spreading their garments over the tubs in which the provision was cooking, in order to set in motion their inhabitants. Fortunately for Thompson, he regarded this much less than myself, and when I used to point out to him any instance of their filthiness in this respect, he would laugh and reply, Never mind John, the more good things the better. I must however do Maquina the justice to state, that he was much neater both in his person and eating than were the others, as was likewise his queen, owing no doubt to his intercourse with foreigners, which had given him ideas of cleanliness, for I never saw either of them eat any of these animals, but on the contrary they appeared not much to relish this taste in others. Their garments, also, were much cleaner, Maquina having been accustomed to give his away when they became soiled, till after he discovered that Thompson and myself kept ours clean by washing them, when he used to make Thompson do the same for him.

Yet amidst this state of endurance and disappointment, in hearing repeatedly of the arrival of ships at the north and south, most of which proved to be idle reports, while expectation was almost wearied out in looking for them, we did not wholly despond, relying on the mercy of the Supreme Being, to offer up to whom our devotions on the days appointed for his worship, was our chief consolation and support, though we were sometimes obliged by our task-masters to infringe upon the Sabbath, which was to me a source of much regret.

We were nevertheless, treated at times with much kindness by Maquina, who would give us a plenty of the best that he had to eat, and occasionally, some small present of cloth for a garment, promising me, that if any ship should arrive within a hundred miles of Nootka, he would send a canoe with a letter from me to the captain, so that he might come to our release. These flattering promises and marks of attention were however, at those times, when he thought himself in per

sonal danger from a mutinous spirit, which the scarcity of provision had excited among the natives, who, like true savages, imputed all their public calamities, of whatever kind, to the misconduct of their chief, or when he was apprehensive of an attack from some of the other tribes who were irritated with him for cutting off the Boston, as it had prevented ships from coming to trade with them, and who were constantly alarming him with idle stories of vessels that were preparing to come against him, and exterminate both him and his people the Cayuquets. At such times, he made us keep guard over him both night and day, armed with cutlasses and pistols, being apparently afraid to trust any of his own men. At one time, it was a general revolt of his people that he apprehended—then three of his principal chiefs, among whom was his elder brother, had conspired to take away his life, and at length he fancied that a small party of Klaooquates, between whom and the Nootkians, little friendship subsisted, had come to Nootka under a pretence of trade, for the sole purpose of murdering him and his family, telling us, probably to sharpen our vigilance, that their intention was to kill us likewise, and so strongly were his fears excited on this occasion, that he not only ordered us to keep near him armed by day, whenever he went out, and to patrole at night before his house while they remained, but to continue the same guard for three days after they were gone, and to fire at one and at four in the morning, one of the great guns, to let them know, if, as he suspected, they were lurking in the neighborhood, that he was on his guard. While he was thus favorably disposed towards us, I took an opportunity to inform him of the ill-treatment that we frequently received from his people, and the insults that were offered us by some of the stranger tribes in calling us white slaves, and loading us with other opprobrious terms. He was much displeased, and said that his subjects should not be allowed to treat us ill, and that if any of the strangers did it, he wished us to punish the offenders with death, at the same time directing us for our security, to go constantly armed. This permission was soon improved by Thompson to the best advantage ; for a few days after, having gone to the pond to wash some of our clothes, and a blanket for Maquina, several Wickinninish who were then at Nootka came thither, and seeing him washing the clothes, and the blanket spread upon the grass to dry, they began according to custom to insult him, and one of them bolder than the others, walked over the blanket. Thompson was highly in-

censed, and threatened the Indian with death if he repeated the offence, but he, in contempt of the threat, trampled upon the blanket, when, drawing his cutlass, without farther ceremony, Thompson cut off his head, on seeing which the others ran off at full speed; Thompson then gathering up the clothes and blanket on which were the marks of the Indian's dirty feet, and taking with him the head, returned and informed the king of what had passed, who was much pleased, and highly commended his conduct. This had a favorable effect for us, not only on the stranger tribes, but the inhabitants themselves, who treated us afterwards with less disrespect.

Thompson killing the Indian.

In the latter part of July, Maquina informed me that he was going to war with the A-y-charts, a tribe living at about fifty miles to the south, on account of some controversy that had arisen the preceding summer, and that I must make a number of daggers for his men, and cheetoolths for his chiefs, which having completed, he wished me to make for his own use a weapon of quite a different form, in order to dispatch his enemy by one blow on the head, it being the calculation of these nations on going to war, to surprize their adversaries while asleep. This was a steel dagger, or more properly a spike, of about six inches long, made very sharp, set at right angles in an iron handle of fifteen inches long terminating at the lower end in a crook or turn, so as to prevent its being wrenched from the hand, and at the upper, in a round knob or head, from whence the spike protruded. This instrument I polished highly, and the more to please Maquina, formed on

the back of the knob, the resemblance of a man's head, with the mouth open, substituting for eyes, black beads, which I fastened in with red sealing wax. This pleased him much, and was greatly admired by his chiefs, who wanted me to make similar ones for them, but Maquina would not suffer it, reserving for himself alone this weapon.

When these people have finally determined on war, they make it an invariable practice for three or four weeks prior to the expedition, to go into the water five or six times a day, where they wash and scrub themselves from head to foot with briars, so that their bodies and faces will often be entirely covered with blood. During this severe exercise, they are continually exclaiming, "Wocash Quahootze, Teechamme ah welth, wik-etish tauilth—Kar-sab-matemas—Wik-sish to hauk matemas—I ya-ish kah shittle—As-smootish warish matemas. —Which signifies, Good, or great God, let me live—Not be sick—Find the enemy—Not fear him—Find him asleep, and kill a great many of him.

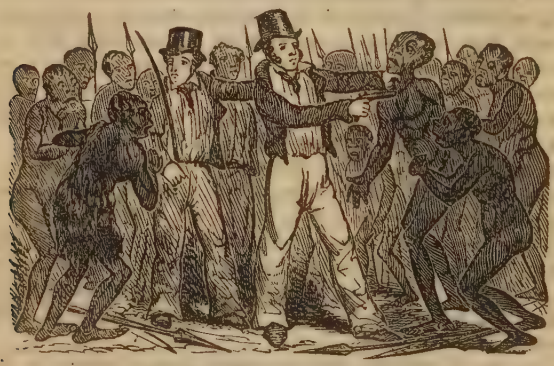
During the whole of this period, they have no intercourse with their women, and for a week, at least, before setting out, abstain from feasting or any kind of merriment, appearing thoughtful, gloomy, and morose, and for the last three days, are almost constantly in the water, both day and night, scrubbing and lacerating themselves in a terrible manner. Maquina having informed Thompson and myself that he should take us with him, was very solicitous that we should bathe and scrub ourselves in the same way with them, telling me that it would harden our skins so that the weapons of the enemy would not pierce them, but as we felt no great inclination to amuse ourselves in this manner, we declined it.

The expedition consisted of forty canoes, carrying from ten to twenty men each. Thompson and myself armed ourselves with cutlasses and pistols, but the natives, although they had a plenty of European arms, took with them only their daggers and cheetoolths, with a few bows and arrows, the latter being about a yard in length, and pointed with copper, muscle shell, or bone; the bows are four feet and a half long, with strings made of whale sinew.

To go to A-y-chart, we ascended from twenty to thirty miles, a river about the size of that of Tashees, the banks of which are high and covered with wood. At midnight, we came in sight of the village, which was situated on the west bank near the shore, on a steep hill difficult of access, and well calculated for defence. It consisted of fifteen or sixteen

houses, smaller than those of Nootka, and built in the same style, but compactly placed. By Maquina's directions, the attack was deferred until the first appearance of dawn, as he said that was the time when men slept the soundest.

At length all being ready for the attack, we landed with the greatest silence, and going around so as to come upon the foe in the rear, clambered up the hill, and while the natives, as is their custom, entered the several huts, creeping on all fours, my comrade and myself stationed ourselves without, to intercept those who should attempt to escape, or come to the aid of their friends. I wished if possible, not to stain my hands in the blood of any fellow creature, and though Thompson would gladly have put to death all the savages in the country, he was too brave to think of attacking a sleeping enemy. Having entered the houses, on the war-whoop being given by Maquina, as he seized the head of the chief, and gave him the fatal blow, all proceeded to the work of death. The A-y-charts being thus surprised, were unable to make resistance, and with the exception of a very few, were all killed or taken prisoners on condition of becoming slaves to their captors. I also had the good fortune to take four captives, whom Maquina, as a favor, permitted me to consider as mine, and occasionally employ them in fishing for me; as for Thompson, who thirsted for revenge, he had no wish to



Thompson slaying the Natives.

take any prisoners, but with his cutlass, the only weapon he would employ against them, succeeded in killing seven stout fellows, who came to attack him, an act which obtained him great credit with Maquina and the chiefs, who after this, held

him in much higher estimation, and gave him the appellation of Che.iel-suma-har, it being the name of a very celebrated warrior of their nation in ancient times, whose exploits were the constant theme of their praise.

After having put to death all the old and infirm of either sex, as is the barbarous practice of these people, and destroyed the buildings, we re-embarked with our booty in our canoes, for Nootka, where we were received with great demonstrations of joy by the women and children, accompanying our war song with a most furious drumming on the houses. The next day a great feast was given by Maquina, in celebration of his victory, which was terminated as usual with a dance by Satsat-sak-sis.

Repeated application had been made to Maquina, by a number of kings or chiefs, to purchase me, especially after he had shown them the harpoons I had made for him, which he took much pride in, but he constantly refused to part with me on any terms.—Among these, the king of the Wickininish was particularly solicitous to obtain me, having twice applied to Maquina for that purpose, once in a very formal manner, by sending his messenger with four canoes, who as he approached the shore, decorated in their highest style, with the white down on his head, &c. declared that he came to buy Tooteyoohannis, the name by which I was known to them, for his master, and that he had brought for that purpose four young male slaves, two highly ornamented canoes, such a number of skins of the metamelth, and of the quartlack, or sea-otter, and so many fathoms of cloth, and of I-whaw, while as he mentioned the different articles, they were pointed out or held up by his attendants, but even this tempting offer had no influence on Maquina; who in the latter part of the summer, was again very strongly urged to sell me by Ulatilla, or chief of the Klaizzarts, who had come to Nootka on a visit.

This chief, who could speak tolerable English, had much more the appearance of a civilized man than any of the savages that I saw. He appeared to be about thirty, was rather small in his person, but extremely well formed, with a skin almost as fair as that of an European, good features, and a countenance expressive of candor and amiableness, and which was almost always brightened with a smile. He was much neater both in his dress and person than any of the other chiefs, seldom wearing paint, except upon his eye-brows, which after the custom of his country, were plucked out, and a few strips of the pelpelth on the lower part of his face. He

always treated me with much kindness, was fond of conversing with me in English and in his own language, asking me many questions relative to my country, its manners, customs, &c. and appeared to take a strong interest in my fate, telling me, that if he could persuade Maquina to part with me, he would put me on board the first ship that came to his country; a promise, which from his subsequent conduct, I have good reason to think he would have performed, as my deliverance, at length, from captivity and suffering was, under the favor of divine providence, wholly owing to him, the only letter that ever reached an European or American vessel, out of sixteen that I wrote at different times, and sent to various parts of the coast, having been delivered by him in person. So much pleased was I with this man's behavior to me while at Nootka, that I made for him a Cheetoolth, which I burnished highly, and engraved with figures; with this he was greatly delighted, I also would have made for him a harpoon would Maquina have consented.

With hearts full of dejection and almost lost to hope, no ship having appeared off Nootka this season, did my companion and myself accompany the tribe on their removal in September to Tashees, relinquishing in consequence, for six months, even the remotest expectation of relief.

Soon after our establishment there, Maquina informed me, that he and his chiefs had held council both before and after quitting Nootka, in which they had determined that I must marry one of their women, urging as a reason to induce me to consent, that as there was no probability of a ship coming to Nootka to release me, that I must consider myself as destined to pass the remainder of my life with them, that the sooner I conformed to their customs the better, and that a wife and family would render me more contented and satisfied with their mode of living. I remonstrated against this decision, but to no purpose, for he told me that should I refuse, both Thompson and myself would be put to death, telling me however, that if there were none of the women of his tribe that pleased me, he would go with me to some of the other tribe, where he would purchase for me such an one as I should select. Reduced to this sad extremity, with death on the one side, and matrimony on the other, I thought proper to choose what appeared to me the least of the two evils, and consent to be married, on condition, that as I did not fancy any of the Nootka women, I should be permitted to make choice of one from some other tribe.

This being settled, the next morning by daylight Maquina with about fifty men in two canoes, set out with me for A-i-tiz-zart, taking with him a quantity of cloth, a number of muskets, sea-otter skins, &c. for the purchase of my bride. With the aid of our paddles and sails being favoured with a fair breeze, we arrived some time before sunset at the village. Our arrival excited a general alarm, and the men hastened to the shore, armed with the weapons of their country, making many warlike demonstrations, and displaying much zeal and activity. We in the mean time remained quietly seated in our canoes, where we remained for about half an hour, when the messenger of the chief, dressed in their best manner, came to welcome us, and invite us on shore to eat. We followed him in procession to the chief's house, Maquina at our head, taking care to leave a sufficient number in the boats to protect the property. When we came to the house, we were ushered in with much ceremony, and our respective seats pointed out to us, mine being next to Maquina by his request.

After having been regaled with a feast of herring spawn and oil, Maquina asked me if I saw any among the women who were present that I liked, I immediately pointed out to him a young girl of about seventeen, the daughter of Upquesta, the chief, who was sitting near him by her mother. On this Maquina making a sign to his men, arose and taking me by the hand, walked into the middle of the room, and sent off two of his men to bring the boxes containing the presents from the canoes. In the mean time Kinneclimmets, the master of ceremonies, whom I have already spoken of, made himself ready for the part he was to act, by powdering his hair with the white down. When the chests were brought in, specimens of the several articles were taken out, and shewed by our men, one of whom held up a musket, another a skin, a third a piece of cloth, &c. On this Kinneclimmets stepped forward, and addressing the chief, informed him that all these belonged to me, mentioning the number of each kind, and that they were offered him for the purchase of his daughter Eu-stoch-ee-exqua, as a wife for me. As he said this, the men who held up the various articles, walked up to the chief, and with a very stern and morose look, the complimentary one on these occasions, threw them at his feet. Immediately on which, all the tribe, both men and women, who were assembled on this occasion, set up a cry of Klack-ko-Tyee, that is, Thank ye chief. His men, after this ceremony, having returned to their places, Maquina arose and in a speech of more

than half an hour, said much in my praise to the A-i-tiz-zart chief, telling him that I was as good a man as themselves, differing from them only in being white, that I was besides acquainted with many things of which they were ignorant; that I knew how to make daggers, cheetoolth, and harpoons, and was a very valuable person, whom he was determined to keep always with him; praising me at the same time for the goodness of my temper and the manner in which I had conducted since I had been with them, observing that all the people of Nootka, and even the children loved me.

While Maquina was speaking, his master of ceremonies was continually skipping about, making the most extravagant gestures, and exclaiming Wocash. When he had ceased, the A-i-tiz-zart chief arose amidst the acclamations of his people, and began with setting forth the many good qualities and accomplishments of his daughter; that he loved her greatly, and as she was his only one, he could not think of parting with her. He spoke in this manner for some time, but finally concluded by consenting to the proposed union, requesting that she might be well used and kindly treated by her husband. At the close of this speech, when the chief began to manifest a disposition to consent to our union, Kinneclimmets again began to call out as loud as he could bawl, Wocash, cutting a thousand capers and spinning himself around on his heel like a top.

When Upquestra had finished his speech, he directed his people to carry back the presents which Maquina had given him, to me, together with two young male slaves to assist me in fishing. These, after having been placed before me, were by Maquina's men taken on board the canoes. This ceremony being over, we were invited by one of the principal chiefs to a feast at his house, of Klussamit, or dried herring, where after the eating was over, Kinneclimmets amused the company very highly with his tricks, and the evening's entertainment was closed by a new war-song from our men, and one in return from the A-i-tiz-zarts, accompanied with expressive gestures, and wielding of their weapons.

After this, our company returned to lodge at Upquestra's, except a few who were left on board the canoe to watch the property. In the morning I received from the chief his daughter, with an earnest request that I would use her well, which I promised him, when taking leave of her parents, she accompanied me with apparent satisfaction on board of the canoe.

The wind being ahead, the natives were obliged to have recourse to their paddles, accompanying them with their songs, interspersed with the witticisms and buffoonry of Kinneclimmets, who, in his capacity of king's steersman, one of his functions which I forgot to enumerate, not only guided the course of the canoe, but regulated the singing of the boatmen. At about five in the morning, we reached Tashees, where we found all the inhabitants collected on the shore to receive us. We were welcomed with loud shouts of joy, and exclamations of Wocash, and the women taking my bride under their charge, conducted her to Maquina's house, to be kept with them for ten days; it being an universal custom as Maquina informed me, that no intercourse should take place between the new married pair during that period. At night Maquiña gave a great feast, which was succeeded by a dance, in which all the women joined, and thus ended the festivities of my marriage.

The term of my restriction over, Maquina assigned me as an apartment, the space in the upper part of his house, between him and his elder brother, whose room was opposite. Here I established myself with my family, consisting of myself and wife, Thompson and the little Sat-sat-sak-sis, who had always been strongly attached to me, and now solicited his father to let him live with me, to which he consented. This boy was handsome, extremely well formed, amiable, and of a pleasant, sprightly disposition. I used to take a pleasure in decorating him with rings, bracelets, ear jewels, &c. which I made for him of copper, and ornamented and polished them in my best manner. I was also very careful to keep him free from vermin of every kind, washing him and combing his hair every day. These marks of attention were not only very pleasing to the child, who delighted in being kept neat and clean, as well as in being dressed off in his finery, but was highly gratifying both to Maquina and his queen, who used to express much satisfaction at my care of him.

In making my domestic establishment, I determined, as far as possible, to live in a more comfortable and cleanly manner than the others. For this purpose, I erected with planks, a partition of about three feet high, between mine and the adjoining rooms, and made three bedsteads of the same, which I covered with boards, for my family to sleep on, which I found much more comfortable than sleeping on the floor amidst the dirt.

Fortunately I found my indian princess both amiable and intelligent, for one whose limited sphere of observation must ne-

cessarily give rise to but a few ideas. She was extremely ready to agree to any thing that I proposed relative to our mode of living, was very attentive in keeping her garments and person neat and clean, and appeared in every respect, solicitous to please me. She was, as I have said, about seventeen; her person was small, but well formed, as were her features, her complexion was, without exception, fairer than any of the women, with considerable color in her cheeks, her hair long. black, and much softer than is usual with them, and her teeth small, even, and of a dazzling whiteness, while the expression of her countenance, indicated sweetness of temper and modesty. She would, indeed, have been considered as very pretty, in any country, and excepting Maquina's queen, was by far the handsomest of any of their women.

With a partner possessing so many attractions, many may be apt to conclude, that I must have found myself happy, at least comparatively so; but far otherwise was it with me, a compulsory marriage with the most beautiful and accomplished person in the world, can never prove a source of real happiness, and in my situation, I could not but view this connection as a chain that was to bind me down to this savage land, and prevent my ever again seeing a civilized country; especially, when in a few days after, Maquina informed me that there had been a meeting of his chiefs in which it was determined, that as I had married one of their women, I must be considered as one of them, and conform to their customs, and that in future, neither myself nor Thompson should wear our European clothes, but dress in Kutsaks like themselves. This order was to me most painful, but I persuaded Maquina, at length, so far to relax in it as to permit me to wear those I had at present, which were almost worn out, and not to compel Thompson to change his dress, observing, that as he was an old man, such a change would cause his death.

Their religious celebration, which the last year took place in December, was in this, commenced on the 15th of November, and continued for fourteen days. As I was now considered as one of them, instead of being ordered to the woods, Maquina directed Thompson and myself to remain, and pray with them to Quahootze to be good to them, and thank him for what he had done. It was opened in much the same manner as the former. After which, all the men and women in the village assembled at Maquina's house, in their plainest dresses, and without any kind of ornaments about them, having their heads bound around with the red fillet, a token of

dejection and humiliation, and their countenances expressive of seriousness and melancholy. The performance during the continuance of this celebration, consisted almost wholly in singing a number of songs to mournful airs, the king regulating the time by beating on his hollow plank or drum, accompanied by one of his chiefs, seated near him with the great rattle. In the mean time, they eat but seldom, and then very little, retiring to sleep late, and rising at the first appearance of dawn, and even interrupting this short period of repose, by getting up at midnight and singing. It was terminated by an exhibition of a similar character to the one of the last year, but still more cruel. A boy of twelve years old, with six bayonets run into his flesh, one through each arm and thigh, and through each side close to the ribs, was carried around the room, suspended upon them, without manifesting any symptoms of pain. Maquina, on my enquiring the reasons of this display, informed me that it was an ancient custom of his nation, to sacrifice a man at the close of this solemnity in honor of their God, but that his father had abolished it, and substituted this in its place. The whole closed on the evening of the 29th, with a great feast of salmon spawn and oil, at which the natives as usual, made up for their late abstinence.

A few days after a circumstance occurred, which, from its singularity, I cannot forbear mentioning. I was sent for by my neighbor Yealthlower, the king's elder brother, to file his teeth, which operation having performed, he informed me that a new wife, whom he had a little time before purchased, having refused to sleep with him, it was his intention, provided she persisted in her refusal, to bite off her nose. I endeavored to dissuade him from it, but he was determined, and in fact, performed his savage threat that very night, saying that since she would not be his wife, she should not be that of any other, and in the morning sent her back to her father.

This inhuman act did not, however, proceed from any innate cruelty of disposition, or malice, as he was far from being of a barbarous temper ; but such is the despotism exercised by these savages over their women, that he no doubt considered it as a just punishment for her offence, in being so obstinate and perverse ; as he afterwards told me, that in similar cases, the husband had a right, with them, to disfigure his wife in this way, or some other, to prevent her ever marrying again.

About the middle of December, we left Tashees for Cooptee. As usual at this season, we found the herring in great plenty, and here the same scene of riotous feasting as I wit-

nessed the last year, was renewed by our improvident natives, who, in addition to their usual fare, had a plentiful supply of wild geese, which were brought us in great quantities by the Esquates. These, as Maquina informed me, were caught with nets made from bark, in the fresh waters of that country. Those who take them, make choice for that purpose, of a dark and rainy night, and with their canoes stuck with lighted torches, proceed with as little noise as possible, to the place where the geese are collected, who, dazzled by the light, suffer themselves to be approached very near, when the net is thrown over them, and in this manner, from fifty to sixty, or even more, will sometimes be taken at one cast.

On the 15th of January, 1805, about midnight, I was thrown into considerable alarm, in consequence of an eclipse of the moon, being awakened from my sleep by a great outcry of the inhabitants. On going to discover the cause of this tumult, I found them all out of their houses, bearing lighted torches, singing and beating upon pieces of plank, and when I asked them the reason of this proceeding, they pointed to the moon, and said that a great cod-fish was endeavoring to swallow her, and that they were driving him away. The origin of this superstition I could not discover.

On the 20th of Feb. we returned to our summer quarters at Nootka, but on my part, with far different sensations than the last spring, being now almost in despair of any vessel arriving to release us, or our being permitted to depart if there should. Soon after our return, as preparatory to the whaling season, Maquina ordered me to make a good number of harpoons for himself and his chiefs, several of which I had completed with some lances, when on the 16th of March, I was taken very ill with a violent cholic, caused, I presume, from my having suffered so much from the cold in going without proper clothing. For a number of hours I was in great pain, and expected to die, and on its leaving me, I was so weak as scarcely to be able to stand, while I had nothing comforting to take, nor any thing to drink but cold water. On the day following a slave belonging to Maquina died, and was immediately, as is their custom in such cases, tossed unceremoniously out of doors, from whence he was taken by some others, and thrown into the water. The treatment of this poor creature made a melancholy impression upon my mind, as I could not but think, that such probably would be my fate, should I die among these heathen, and so far from receiving a decent burial, that I should not even be allowed the common privilege of having a little earth thrown over my remains.

The feebleness in which the violent attack of my disorder had left me, the dejection I felt at the almost hopelessness of my situation, and the want of warm clothing and proper nursing, though my Indian wife, as far as she knew how, was always ready, and even solicitous, to do every thing for me she could, still kept me very much indisposed, which Maquina perceiving, he finally told me, that if I did not like living with my wife, and that was the cause of my being so sad, I might part with her. This proposal I readily accepted, and the next day Maquina sent her back to her father. On parting with me, she discovered much emotion, begging me that I would suffer her to remain until I had recovered, as there was no one to take so good care of me as herself. But when I told her she must go, for that I did not think I should ever recover, which in truth I but little expected, and that her father would take good care of her, and treat her much more kindly than Maquina, she took an affectionate leave, telling me that she hoped I should soon get better, and leaving her two slaves to take care of me.

Though I rejoiced at her departure, I was greatly affected with the simple expressions of her regard for me, and could not but feel strongly interested for this poor girl, who in all her conduct towards me, had discovered so much mildness and attention to my wishes; and had it not been that I considered her as an almost insuperable obstacle to my being permitted to leave the country, I should no doubt have felt the deprivation of her society a real loss. After her departure, I requested Maquina, that, as I had parted with my wife, he would permit me to resume my European dress, for, otherwise, from not having been accustomed to dress like them, I should certainly die. To this he consented, and I once more became comfortably clad.

Change of clothing, but more than all, the hopes which I now began to indulge, that in the course of the summer I should be able to escape, in a short time restored me to health, so far, that I could again go to work in making harpoons for Maquina, who, probably fearing that he should have to part with me, determined to provide himself with a good stock.

I shall not however, longer detain the reader with a detail of occurrences that intervened between this period, and that of my escape, which, from that dull uniformity that marks the savage life, would be in a measure, but repetitions, nor dwell upon that mental torture I endured, from a constant conflict of hope and fear, when the former, almost wearied out with re-

peated disappointment, offered to our sinking hearts no prospect of release, but death, to which we were constantly exposed from the brutal ignorance and savage disposition of the common people, who in the various councils that were held this season to determine what to do with us, in case of the arrival of a ship, were almost always for putting us to death, expecting by that means to conceal the murder of our crew, and to throw the blame of it on some other tribe. These barbarous sentiments, were, however, uniformly opposed by Maquina and his chiefs, who would not consent to our being injured.

The Nootkians in their conduct towards each other, are in general pacific and inoffensive, and appear by no means an ill-tempered race, for I do not recollect any instance of a violent quarrel between any of the men, or the men and their wives, while I was with them, that of Yealthlower excepted. But when they are in the least offended, they appear to be in the most violent rage, acting like so many maniacs, foaming at the mouth, kicking and spitting most furiously; but this is rather a fashion with them, than a demonstration of malignity, as in their public speeches, they use the same violence, and he is esteemed the greatest orator, who bawls the loudest, stamps, tosses himself about, foams and spits the most.

In speaking of their regulations, I have omitted mentioning, that on attaining the age of seventeen, the eldest son of a chief, is considered as a chief himself, and that whenever the father makes a present, it is always done in the name of his son, or if he has none, in that of his daughter. The chiefs frequently purchase their wives at the age of eight or ten, to prevent their being engaged by others, though they do not take them from their parents until they are sixteen.

With regard to climate, the greater part of the spring, summer, and autumn, is very pleasant, the weather being at no time oppressively hot, and the winters uncommonly mild, for so high a latitude, at least as far as my experience went. At Tashees and Cooptee, where we passed the coldest part of the season, the winter did not set in till late in December, nor have I ever known the ice, even on the fresh water ponds, more than two or three inches in thickness, or a snow exceeding four inches in depth, but what is wanting in snow, is amply made up in rain, as I have frequently known it during the winter months, rain almost incessantly for five or six days in succession.

It was now past mid-summer, and the hopes we had in-

dulged of our release, became daily more faint, for though we had heard of no less than seven vessels on the coast, yet none appeared inclined to venture to Nootka. The destruction of the Boston, the largest, strongest, and best equipped ship, with much the most valuable cargo of any that had ever been fitted out for the North-West trade, had inspired the commanders of others with a general dread of coming thither, lest they should share the same fate; and though in the letter I wrote (imploring those who should receive them, to come to the relief of two unfortunate Christians who were suffering among heathen) I stated the cause of the Boston's capture, and that there was not the least danger in coming to Nootka, provided they would follow the directions I laid down, still I felt very little encouragement, that any of these letters would come to hand, when on the morning of the nineteenth of July, a day that will be ever held by me in grateful remembrance, of the mercies of God, while I was employed with Thompson in forging daggers for the king, my ears were saluted with the joyful sound of three cannon, and the cries of the inhabitants, exclaiming, Weena, Weena—Mamethlee—that is, strangers —white men.

Soon after several of our people, came running into the house, to inform me that a vessel under full sail was coming into the harbour. Though my heart bounded with joy, I repressed my feelings, and affecting to pay no attention to what was said, told Thompson to be on his guard, and not betray any joy, as our release, and perhaps our lives, depended on our conducting ourselves so as to induce the natives to suppose we were not very anxious to leave them. We continued our work as if nothing had happened, when in a few minutes after, Maquina came in, and seeing us at work, appeared much surprised, and asked me if I did not know that a vessel had come. I answered in a careless manner, that it was nothing to me. How, John, you no glad go board. I replied that I cared very little about it, as I had become reconciled to their manner of living, and had no wish to go away. He then told me, that he had called a council of his people respecting us, and we must leave off work and be present at it.

The men having assembled at Maquina's house, he asked them what was their opinion should be done with Thompson and myself now a vessel had arrived, and whether he had not better go on board himself, to make a trade, and procure such articles as were wanted. Each one of the tribe who wished, gave his opinion. Some were for putting us to death, and

pretending to the strangers, that a different nation had cut off the Boston, while others, less barbarous, were for sending us fifteen or twenty miles back into the country until the departure of the vessel. These, however, were the sentiments of the common people, the chiefs opposing our being put to death, or injured, and several of them, among the most forward of whom were Yealthlower and the young chief, Toowinnakinnish, were for immediately releasing us; but this, if he could avoid it, by no means appeared to accord with Maquina's wishes.

Having mentioned Toowinnakinnish, I shall briefly observe, that he was a young man of about twenty-three years old, the only son of Toopeeshottee, the oldest and most respected chief of the tribe. His son had always been remarkably kind and friendly to me, and I had in return frequently made for him daggers, cheetoolths, and other things, in my best manner. He was one of the handsomest men among them, very amiable, and much milder in his manners than any of the others, as well as neater both in his person and house, at least his apartment, without even excepting Maquina.

With regard, however, to Maquina's going on board the vessel, which he discovered a strong inclination to do, there was but one opinion, all remonstrating against it, telling him that the captain would kill him or keep him a prisoner, in consequence of his having destroyed our ship. When Maquina had heard their opinions, he told them that he was not afraid of being hurt from going on board the vessel, but that he would, however, in that respect, be guided by John, whom he had always found true. He then turned to me, and asked me if I thought there would be any danger in his going on board. I answered, that I was not surprised at the advice his people had given him, unacquainted as they were with the manner of the white men, and judging them by their own, but if they had been with them as much as I had, or even himself, they would think very different. That he had almost always experienced good and civil treatment from them, nor had he any reason to fear the contrary now, as they never attempted to harm those who did not injure them, and if he wished to go on board, he might do it, in my opinion, with security.—After reflecting a few moments, he said with much apparent satisfaction, that if I would write a letter to the captain, telling him good of him, that he had treated Thompson and myself kindly since we had been with him, and to use him well, he would go. It may readily be supposed that I felt much joy at this determination, but knowing that the least incaution might annihilate all my

hopes of escape, I was careful not to manifest it, and to treat his going or staying as a matter perfectly indifferent to me. I told him that if he wished me to write such a letter, I had no objection, as it was the truth, otherwise I could not have done it.

I then proceeded to write the recommendatory letter, which the reader will naturally imagine was of a somewhat different tenor from the one he had required; for if deception is in any case warrantable, it was certainly so in a situation like ours, where the only chance of regaining that freedom of which we had been so unjustly deprived, depended upon it; and I trust that few, even of the most rigid, will condemn me with severity for making use of it, on an occasion which afforded me the only hope of ever more beholding a Christian country, and preserving myself if not from death, at least from a life of continued suffering.

The letter which I wrote, was nearly in the following terms :—

Nootka, July 19, 1805.

To Captain ———, of the Brig ———.

Sir,—The bearer of this letter is the Indian king by the name of Maquina. He was the instigator of the capture of the ship Boston, of Boston in North America, John Salter captain, and of the murder of twenty-five men of her crew, the only two survivors being now on shore—Wherefore I hope you will take care to confine him according to his merits, putting in your dead lights, and keeping so good a watch over him, that he cannot escape from you. By so doing, we shall be able to obtain our release in the course of a few hours.

JOHN R. JEWITT,
Armourer of the Boston, for himself and
JOHN THOMPSON,
Sail Maker of said Ship.

I have been asked how I dared to write in this manner: my answer is, that from my long residence among these people, I knew that I had little to apprehend from their anger on hearing of their king being confined, while they knew his life depended upon my release, and that they would sooner have given up five hundred white men, than have had him injured. This will serve to explain the little apprehension I felt at their menaces afterwards, for otherwise, sweet as liberty was to me, I should hardly have ventured on so hazardous an experiment.

On my giving the letter to Maquina, he asked me to explain it to him. This I did line by line, as he pointed them out with his finger, but in a sense very different from the real, giving him to understand that I had written to the captain, that as he had been kind to me since I had been taken by him, that it was my wish that the captain should treat him accordingly, and give him what molasses, biscuit and rum he wanted. When I had finished, placing his finger in a significant manner on my name at the bottom, and eyeing me with a look that seemed to read my inmost thoughts, he said to me,—"John, you no lie?" Never did I undergo such a scrutiny, or ever experience greater apprehensions than I felt at that moment, when my destiny was suspended on the slightest thread, and the least mark of embarrassment on mine, or suspicion of treachery on his part, would probably have rendered my life the sacrifice. Fortunately I was able to preserve my composure, and my being painted in the Indian manner, which Maquina had since my marriage required of me, prevented any change in my countenance from being noticed, and I replied with considerable promptitude, looking at him in my turn, with all the confidence I could muster, "Why do you ask me such a question, Tyee? have you ever known me to lie?" "No." "Then how can you suppose I should tell you a lie now, since I have never done it." As I was speaking, he still continued looking at me with the same piercing eye, but observing nothing to excite his suspicion, he told me that he believed what I said was true, and that he would go on board, and gave orders to get ready his canoe. His chiefs again attempted to dissuade him, using every argument for that purpose, while his wives crowded around him, begging him on their knees, not to trust himself with the white men. Fortunately for my companion and myself, so strong was his wish of going on board the vessel, that he was deaf to their solicitations, and making no other reply to them, than, "John no lie," left the house, taking four prime skins with him as a present to the captain.

Scarcely had the canoe put off, when he ordered his men to stop, and calling to me, asked me if I did not want to go on board with him. Suspecting this as a question merely intended to ensnare me, I replied that I had no wish to do it, not having any desire to leave them.

On going on board the brig, Maquina immediately gave his present of skins and my letter to the captain, who on reading it, asked him into the cabin, where he gave him some biscuit

and a glass of rum, at the same time, privately directing his mate to go forward, and return with five or six of the men armed. When they appeared, the captain told Maquina that he was his prisoner, and should continue so, until the two men, whom he knew to be on shore, were released, at the same time ordering him to be put in irons, and the windows secured, which was instantly done, and a couple of men placed as a guard over him. Maquina was greatly surprised and terrified at the reception; he however made no attempt to resist, but he requested the captain to permit one of his men to come and see him. One of them was accordingly called, and Maquina said something to him which the captain did not understand but supposed to be an order to release us, when the man returning to the canoe, it was paddled off with the utmost expedition to the shore. As the canoe approached, the inhabitants, who had all collected upon the beach, manifested some uneasiness at not seeing their king on board, but when on its arrival, they were told that the captain had made him a prisoner, and that John had spoke bad about him in the letter, they all both men and women, set up a loud howl, and ran backwards and forwards upon the shore like so many lunatics, scratching their faces, and tearing the hair in handfuls from their heads.

After they had beat about in this manner for some time, the men ran into their huts for their weapons, as if preparing to attack an invading enemy; while Maquina's wives and the rest of the women, came around me, and throwing themselves on their knees, begged me with tears to spare his life, and Sat-sat-sak-sis, who kept constantly with me, taking me by the hand, wept bitterly, and joined his entreaties to theirs, that I would not let the white men kill his father. I told them not to afflict themselves, that Maquina's life was in no danger, nor would the least harm be done to him.

The men were however, extremely exasperated with me, more particularly the common people, who came running in the most furious manner towards me, brandishing their weapons, and threatening to cut me in pieces no bigger than their thumb nails, while others declared they would burn me alive over a slow fire, suspended by my heels. All this fury, however, caused me but little alarm, as I felt convinced they would not dare to execute their threats while the king was on board the brig. The chiefs took no part in this violent conduct, but came to me, and enquired the reason why Maquina had been thus treated, and if the captain intended to kill him

I told them that if they would silence the people, so that I could be heard, I would explain all to them. They immediately put a stop to the noise, when I informed them that the captain in confining Maquina, had done it of his own accord, and only in order to make them release Thompson and myself, as he well knew we were with them, and if they would do that, their king would receive no injury, but be well treated, otherwise he would be kept a prisoner. As many of them did not appear to be satisfied with this, and began to repeat their murderous threats—Kill me, said I to them, if it is your wish, throwing open the bear skin which I wore, here is my breast, I am only one among so many, and can make no resistance, but unless you wish to see your king hanging by his neck to that pole, pointing to the yard arm of the brig, and the sailors firing at him with bullets, you will not do it. O no, was the general cry, that must never be ; but what must we do ? I told them that their best plan would be, to send Thompson on board, to desire the captain to use Maquina well till I was released, which would be soon. This they were perfectly willing to do, and I directed Thompson to go on board. But he objected, saying that he would not leave me alone with the savages. I told him not to be under any fear for me, for that if I could get him off, I could manage well enough for myself, and that I wished him immediately on getting on board the brig to see the captain and request him to keep Maquina close till I was released, as I was in no danger while he had him safe.

When I saw Thompson off, I asked the natives what they intended to do with me. They said I must talk to the captain again in another letter, and tell him to let his boat come on shore with Maquina, and that I should be ready to jump into the boat at the same time Maquina should jump on shore. I told them that the captain, who knew that they had killed my shipmates, would never trust his men so near the shore for fear they would kill them too, as they were so much more numerous, but that if they would select any three of their number to go with me in a canoe, when we came within hail, I could desire the captain to send his boat with Maquina, to receive me in exchange for him.

This appeared to please them, and after some whispering among the chiefs, who from what words I overheard, concluded that if the captain should refuse to send his boat with Maquina, the three men would have no difficulty in bringing me back with them, they agreed to my proposal, and selected three of their stoutest men to convey me. Fortunately having

been for some time accustomed to see me armed, and suspecting no design on my part, they paid no attention to the pistols that I had about me.

As I was going into the canoe, little Sat-sat-sak-sis, who could not bear to part with me, asked me, with an affecting simplicity, since I was going away to leave him, if the white men would not let his father come on shore, and not kill him. I told him not to be concerned, for that no one should injure his father, when taking an affectionate leave of me, and again begging me not to let the white men hurt his father, he ran to comfort his mother, who was at a little distance, with the assurances I had given him.

On entering the canoe, I seated myself in the prow facing the three men, having determined if it was practicable, from the moment I found Maquina was secured, to get on board the vessel before he was released, hoping by that means, to be enabled to obtain the restoration of what property belonging to the Boston, still remained in the possession of the savages, which I thought, if it could be done, a duty that I owed to the owners. With feelings of joy impossible to be described, did I quit this savage shore, confident now that nothing could thwart my escape, or prevent the execution of the plan I had formed, as the men appointed to convey and guard me, were armed with nothing but their paddles. As we came within hail of the brig, they at once ceased paddling, when presenting my pistols at them, I ordered them instantly to go on, or I would shoot the whole of them. A proceeding so wholly unexpected, threw them into great consternation, and resuming their paddles, in a few moments, to my inexpressible delight, I once more found myself along side of a Christian ship, a happiness which I had almost despaired of ever again enjoying All the crew crowded to the side to see me as the canoe came up, and manifested much joy at my safety. I immediately leaped on board, where I was welcomed by the captain, Samuel Hill, of the brig Lydia of Boston, who congratulated me on my escape, informing me that he had received my letter on Kla-iz-zaat, from the chief Mackee Ulatilla, who came off himself in his canoe, to deliver it to him, on which he immediately proceeded hither to aid me. I returned him my thanks in the best manner I could for his humanity, though I hardly knew what I said, such was the agitated state of my feelings at that moment, with joy for my escape, thankfulness to the Supreme Being who had so mercifully preserved me, and gratitude to those whom he had rendered instrumental

in my delivery, that I have no doubt, that what with my strange dress, being painted with red and black from head to foot, having a bear skin wrapped around me, and my long hair, which I was not allowed to cut, fastened on the top of my head in a large bunch, with a sprig of green spruce, I must have appeared more like one deranged than a rational creature, as Capt. Hill afterwards told me, that he never saw any thing in the form of man, look so wild as I did when I first came on board.

The captain then asked me into the cabin, where I found Maquina in irons, with a guard over him. He looked very melancholy, but on seeing me his countenance brightened up, and he expressed his pleasure with the welcome of "Wocash John;" when taking him by the hand, I asked the captain's permission to take off his irons, assuring him that as I was with him, there was no danger of his being in the least troublesome. He accordingly consented, and I felt a sincere pleasure in freeing from fetters, a man, who, though he had caused the death of my poor comrades, had nevertheless, always proved my friend and protector, and whom I had requested to be thus treated, only with a view of securing my liberty. Maquina smiled and appeared much pleased at this mark of attention from me. When I had freed the king from his irons, Capt. Hill wished to learn the particulars of our capture, observing that an account of the destruction of the ship and her crew had been received at Boston before he sailed, but that nothing more was known, except that two of the men were living, for whose rescue the owners had offered a liberal reward, and that he had been able to get nothing out of the old man, whom the sailors had supplied so plentifully with grog, as to bring him too much by the head to give any information.

I gave him a correct statement of the whole proceeding, together with the manner in which my life and that of my comrade had been preserved. On hearing my story, he was greatly irritated against Maquina, said he ought to be killed. I observed that however ill he might have acted in taking our ship, yet that it would, perhaps, be wrong to judge an uninformed savage with the same severity as a civilized person, who had the light of religion and the laws of society to guide him. That Maquina's conduct in taking our ship, arose from an insult that he thought he had received from Capt. Salter, and from the unjustifiable conduct of some masters of vessels, who had robbed him, and without provocation, killed a number of his people. Besides that, a regard for the safety of others

ought to prevent his being put to death, as I had lived long enough with these people to know that revenge for an injury, is held sacred by them, and that they would not fail to retaliate, should he kill their king, on the first vessel or boat's crew that should give them an opportunity; and that, though he might consider executing him as but an act of justice, it would probably cost the lives of many Americans.

The captain appeared to be convinced from what I said, of the impolicy of taking Maquina's life, and said that he would leave it wholly with me whether to spare or kill him, as he was resolved to incur no censure in either case. I replied that I most certainly should never take the life of a man who had preserved mine, had I no other reason, but as there was some of the Boston's property still remaining on shore, I considered it a duty that I owed to those who were interested in that ship, to try to save it for them, and with that view I thought it would be well to keep him on board till it was given up. He concurred in this proposal, saying if there was any of the property left, it most certainly ought to be got.

During this conversation Maquina was in great anxiety, as from what English he knew he perfectly comprehended the subject of our deliberation; constantly interrupting me to inquire what we had determined to do with him, what the captain said, if his life would be spared, and if I did not think that Thompson would kill him. I pacified him as well as I was able, by telling him that he had nothing to fear from the captain, that he would not be hurt, and that if Thompson wished to kill him, which was probable, he would not be allowed to do it. He would then remind me that I was indebted to him for my life, and that I ought to do by him, as he had done by me. I assured him that such was my intention, and I requested him to remain quiet, and not alarm himself, as no harm was intended him. But I found it extremely difficult to convince him of this, as it accorded so little with the ideas of revenge entertained by them. I told him however, that he must restore all the property still in his possession, belonging to the ship. This he was perfectly ready to do, happy to escape on such terms. But as it was now past five, and too late for the articles to be collected, and brought off, I told him that he must content himself to remain on board with me that night, and in the morning he should be set on shore as soon as the things were delivered. To this he agreed, on condition that I would remain with him in the cabin. I then went upon deck, and the canoe that brought me having been sent back,

I hailed the inhabitants, and told them that their king had agreed to stay on board till the next day, when he would return, but that no canoes must attempt to come near the vessel during the night, as they would be fired upon. They answered, Woho, woho—very well, very well. I then returned to Maquina, but so great were his terrors, that he would not allow me to sleep, constantly disturbing me with his questions, and repeating, "John, you know when you was alone, and more than five hundred men were your enemies, I was your friend, and prevented them from putting you and Thompson to death, and now I am in the power of your friends, you ought to do the same by me." I assured him that he would be detained on board no longer than the property was released, and that as soon as it was done, he would be set at liberty.

At day break I hailed the natives, and told them that it was Maquina's order that they should bring off the cannon, and anchors, and whatever remained with them of the cargo of the ship. This they set about doing with the utmost expedition, transporting the cannon and anchors by lashing together two of their largest canoes, and covering them with planks, and in the course of two hours, they delivered every thing on board that I could recollect, with Thompson's and my chest, containing the papers of the ship, &c.

When every thing belonging to the ship had been restored, Maquina was permitted to return in his canoe, which had been sent for him, with a present of what skins he had collected, which were about sixty, for the captain in acknowledgment of his having spared his life and allowed him to depart unhurt; such was also the transport he felt when captain Hill came into the cabin, and told him that he was at liberty to go, that he threw off his mantle, which consisted of four of the very best skins, and gave it to him as a mark of his gratitude, in return for which, the captain presented him with a new great coat and hat, with which he appeared much delighted. The captain then desired me to inform him that he should return to that part of the coast in November, and that he wished him to keep what skins he should get, which he would buy of him. This Maquina promised, saying to me at the same time, 'John, you know I shall be then at Tashees, but when you come make pow, which means, fire a gun to let me know, and I will come down." When he came to the side of the brig, he shook me cordially by the hand, and told me that he oped I would come to see him again in a big ship, and bring

much plenty of blankets, biscuit, molasses and rum, for him and his son who loved me a great deal, and that he would keep all the furs he got for me, observing at the same time, that he should never more take a letter of recommendation from any one, or ever trust himself on board a vessel unless I was there. Then grasping both my hands with much emotion, while the tears trickled down his cheeks, he bade me farewell, and stepped into the canoe, which immediately paddled him on shore.

Notwithstanding my joy at my deliverance, and the pleasing anticipation I felt of once more beholding a civilized country, and again being permitted to offer up my devotions in a Christian church, I could not avoid experiencing a painful sensation on parting with this savage chief, who had preserved my life, and in general treated me with kindness, and considering their ideas and manners, much better than could have been expected.

My pleasure was greatly damped by an unfortunate accident that occurred to Toowinnakinnish. That interesting young chief had come on board in the first canoe in the morning, anxious to see and comfort his king. He was received with much kindness by captain Hill, from the favourable account I gave of him, and invited to remain on board. As the muskets were delivered, he was in the cabin with Maquina, where was also the captain, who on receiving them, snapped a number in order to try the locks; unluckily one of them happened to be loaded with swan shot, and going off, discharged its contents into the body of poor Toowinnakinnish, who was sitting opposite. On hearing the report, I instantly ran into the cabin, where I found him weltering in his blood, with the captain who was greatly shocked at the accident, endeavouring to assist him. We raised him up, and did every thing in our power to aid and comfort him, telling him that we felt much grieved at his misfortune, and that it was wholly unintentional, this he told me he was perfectly satisfied of, and while we dressed and bound up his wounds in the best manner we could, he bore the pain with great calmness, and bidding me farewell, was put on board one of the canoes, and taken on shore, where after languishing a few days, he expired. To me, his misfortune was a source of much affliction, as he had no share in the massacre of our crew, was of a most amiable character, and had always treated me with the greatest kindness and hospitality.

The Brig being under weigh, immediately on Maquina's quitting us, we proceeded to the northward, constantly keeping the shore in sight, and touching at various places for the purpose of trading.

Having already exceeded the bounds I had prescribed myself, I shall not attempt any account of our voyage upon the coast, or a description of the various nations we met with in the course of it, among whom were a people of a very singular appearance, called by the sailors the Wooden-lips. They have many skins, and the trade is principally managed by their women, who are not only expert in making a bargain, but are as dexterous in the management of their canoes, as the men are elsewhere.

After a period of nearly four months from our leaving Nootka, we returned from the northward to Columbia river, for the purpose of procuring masts, &c. for our brig, which had suffered considerably in her spars during a gale of wind. We proceeded about ten miles up the river, to a small Indian village, where we heard from the inhabitants, that Captains Clark and Lewis, from the United States of America, had been there about a fortnight before, on their journey over-land, and had left several medals with them, which they shewed us. The river at this place is of considerable breadth, and both sides of it from its entrance, covered with forests of the very finest pine timber, fir and spruce, interspersed with Indian settlements. Here after providing ourselves with spars, we sailed for Nootka, where we arrived in the latter part of November. The tribe being absent, the agreed signal was given, by firing a cannon, and in a few hours after, a canoe appeared, which landed at the village, and putting the king on shore, came off to the brig.—Enquiry was immediateiy made by Kinneclimmets, who was one of the three men in the canoe, if John was there, as the king had some skins to sell them if he was. I then went forward and invited them on board, with which they readily complied, telling me that Maquina had a number of skins with him, but that he would not come on board unless I would go on shore. This I agreed to, provided they would remain in the brig in the mean time. To this they consented, and the captain taking them into the cabin, treated them with bread and molasses. I then went on shore in the canoe, notwithstanding the remonstrances of Thompson and the captain, who, though he wanted the skins, advised me by no means to put myself in Maquina's power; but I assured him that I had no fear as long as those men

were on board. As I landed, Maquina came up and welcomed me with much joy: on enquiring for the men, I told him that they were to remain till my return. "Ah, John," said he, "I see you are afraid to trust me, but if they had come with you, I should not have hurt you, though I should have taken good care not to let you go on board of another vessel." He then took his chest of skins, and stepping into the canoe, I paddled him along-side the brig, where he was received and treated by captain Hill with the greatest cordiality, who bought of him his skins. He left us much pleased with his reception, enquiring of me how many moons it would be before I should come back again to see him and his son, who had begged him hard to let him come with him to see me, saying, that he would keep all his furs for me, and that as soon as my son, who was then about five months old, was of a suitable age to take from his mother, he would send for him, and take care of him as his own.

As soon as Maquina had quitted us, we got under weigh, and stood again to the northward. We continued on the coast until the eleventh of August, 1806, when having completed our trade, we sailed for China, to the great joy of all our crew, and particularly so to me. With a degree of satisfaction that I can ill express, did I quit a coast to which I was resolved nothing should again tempt me to return, and as the tops of the mountains sunk in the blue waves of ocean, I seemed to feel my heart lightened of an oppressive load.

We had a prosperous passage to China, arriving at Macao in December, from whence the brig proceeded to Canton. There I had the good fortune to meet a townsman and an acquaintance, in the mate of an English East-Indiaman, named John Hill, whose father, a wealthy merchant in Hull, in the Baltic trade, was a next door neighbour to mine. Shortly after our arrival, the captain being on board of the English ship, and mentioning his having had the good fortune to liberate two men of the Boston's crew from the savages, and that one of them was named Jewitt, my former acquaintance immediately came on board the brig to see me.

Words can ill express my feelings on seeing him. Circumstanced as I was, among persons who were entire strangers to me, to meet thus in a foreign land, with one between whom and myself, a considerable intimacy had subsisted, was a pleasure that those alone who have been in a like situation can properly estimate. He appeared on his part, no less happy to see me, whom he supposed to be dead, as the account of

our capture had been received in England, sometime before his sailing, and all my friends supposed me to have been murdered. From this young man, I received every attention and aid, that a feeling heart, interested in the fate of another, could confer. He supplied me with a new suit of clothes, and a hat, a small sum of money for my necessary expenses, and a number of little articles for sea-stores on my voyage to America. I also gave him a letter for my father, in which I mentioned my wonderful preservation, and escape, through the humanity of captain Hill, with whom I should return to Boston. This letter he enclosed to his father, by a ship that was just sailing, in consequence of which, it was received much earlier than it otherwise would have been.

We left China in February, 1807, and after a pleasant voyage of one hundred and fourteen days, arrived at Boston.

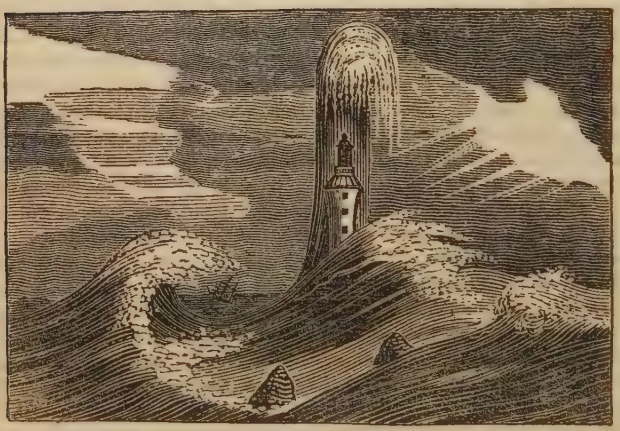
Arrival of the brig Lydia at Boston.

My feelings on once more finding myself in a Christian country, among a people speaking the same language with myself, may be more readily conceived than expressed. In the Post-Office in that place, I found a letter for me, from my mother, acknowledging the receipt of mine from China, expressing the great joy of my family on hearing of my being alive and well, whom they had a long time given up for dead, and requesting me to write to them on receiving her letter, which I accordingly did. While in Boston, I was treated with much kindness and hospitality by the owners of the ship Boston, Messrs. Francis and Thomas Amory of that place, to whom I feel myself under great obligations for their kindness to me, and the assistance which they so readily afforded a stranger in distress.

A MONKEY TRICK.

In 1818, a vessel that sailed between Whitehaven and Jamaica embarked on her homeward voyage, and among other passengers, carried a female, who had at the breast a child only a few weeks old. One beautiful afternoon, the captain perceived a distant sail, and after he had gratified his curiosity, he politely offered his glass to his passenger, that she might obtain a clear view of the object. Mrs. B. had the baby in her arms; she wrapped her shawl about the little innocent, and placed it on a sofa upon which she had been sitting. Scarcely had she applied her eye to the glass, when the helmsman exclaimed, "Good God! see what the mischievous monkey has done." The reader may judge of the female's feelings, when, on turning round, she beheld the animal in the act of transporting her child apparently to the very top of the mast! The monkey was a very large one, and so strong and active, that while it grasped the infant firmly with the one arm, it climbed the shrouds nimbly by the other, totally unembarrassed by the weight of its burden. One look was sufficient for the terrified mother, and that look had well nigh been her last, and had it not been for the assistance of those around her, she would have fallen prostrate on the deck, where she was soon afterwards stretched apparently a lifeless corpse. The sailors could climb as well as the monkey, but the latter watched their motions narrowly; and as it ascended higher up the mast the moment they attempted to put a foot on the shrouds, the captain became afraid that it would drop the child, and endeavored to escape by leaping from one mast to another. In the meantime the little innocent was heard to cry; and though many thought it was suffering pain, their fears on this point was speedily dissipated when they observed the monkey imitating exactly the motions of a nurse, by dandling, soothing, and caressing its charge, and even endeavoring to hush it asleep. From deck the lady was conveyed into the cabin, and gradually restored to her senses. In the meantime, the captain ordered every man to conceal himself below, and quietly took his own station on the cabin stair, where he could see all that passed without being seen. This plan happily succeeded; the monkey, on perceiving that the coast was clear, cautiously descended from his lofty perch, and re-

placed the infant on the sofa, cold, fretful, and perhaps frightened, but in every other respect as free from harm as when he took it up. The humane seaman had now a most grateful task to perform ; the babe was restored to its mother's arms, amidst tears, and thanks, and blessings.



THE EDDYSTONE LIGHT HOUSE.

This most celebrated light-house is built on the Eddystone rocks. These are situated nearly south-south-west from the middle of Plymouth sound, England, according to the true meridian. The distance from the port of Plymouth is nearly fourteen miles; and from the promontory called Ramhead, about ten miles. They are almost in the line, but somewhat within it, which joins the Start and the Lizard points ; and as they lie nearly in the direction of vessels coasting up and down the channel, they were necessarily, before the establishment of light-houses, very dangerous, and often fatal to ships under such circumstances. Their situation, likewise, with regard to the Bay of Biscay, and the Atlantic Ocean, is such, that

they lie open to the swells of the bay and ocean from all south-western points of the compass, which swells are generally allowed by mariners to be very great and heavy in those seas, and particularly in the Bay of Biscay. It is to be observed that the soundings of the sea from the south-westward, towards the Eddystone, are from eighty fathoms to forty, and every where till you come near the Eddystone, the sea is full thirty fathoms in depth ; so that all the heavy seas from the south-west come uncontrolled upon the Eddystone rocks, and break on them with the utmost fury.

The force and height of these seas is increased by the circumstance of the rocks stretching across the channel, in a north and south direction, to the length of above one hundred fathoms, and by their lying in a sloping manner towards the south-west quarter. This striving of the rocks, as it is technically called, does not cease at low water, but still goes on progressively ; so that, at fifty fathoms westward, there are twelve fathoms water, nor do they terminate altogether at the distance of a mile. From this configuration it happens, that the seas are swelled to such a degree in storms and hard gales of wind, as to break on the rocks with the utmost violence.

The effect of this slope is likewise sensibly felt in moderate, and even in calm weather, for the liberation of the water, caused in the Bay of Biscay in hard gales, at south-west, continues in those deep waters for many days, though succeeded by a calm ; insomuch, that when the sea is to all appearance smooth and even, and its surface unruffled by the slightest breeze, yet those liberations still continuing, which are called the ground swell, and meeting the slope of the rocks, the sea breaks upon them in a frightful manner so as not only to obstruct any work being done upon the rock, but even the landing upon it, when, figuratively speaking, you might go to sea in a walnut-shell. A circumstance which still further increases the difficulty of working on the rocks is, there being a sudden drop of the surface of the rock, forming a step of about four and a half, or five feet high, so that the seas, which in moderate weather come swelling to this part, meet so sudden a check, that they frequently fly to the height of thirty or forty feet.

Notwithstanding these difficulties, it is not surprising that the dangers to which navigators were exposed by the Eddystone rocks, should make a commercial nation desirous of having a light-house on them. The wonder is, that any one

should be found hardy enough to undertake the building. Such a man was first found in the person of Henry Winstanly, of Littlebury, in Essex, gent. who, in the year 1696, was furnished by the master, wardens and assistants, of the Trinity-house, of Deptford Strond, with the necessary powers to carry the design into execution. He entered upon this undertaking in 1696, and completed it in four years. This gentleman was so certain of the stability of his structure, that he declared it to be his wish to be in it "during the greatest storm that ever blew under the face of the heavens."

Mr. Winstanly was but too amply gratified in his wish, for while he was there with his workmen and light-keepers, that dreadful storm began, which raged most violently on the 26th of November, 1703, in the night; and of all the accounts of the kind which history furnishes us with, we have none that has exceeded this in Great Britain, or was more injurious or extensive in its devastation. The next morning, November 27th, when the violence of the storm was so much abated that it could be seen whether the light-house had suffered by it, nothing appeared standing; but, upon a nearer inspection, some of the large irons by which the work was fixed upon the rock still remained; nor were any of the people, or any of the materials of the building, ever found afterwards.

In 1709, another light-house was built of wood, on a very different construction, by Mr. John Rudyerd, then a silk mercer on Ludgate-hill. This was a very ingenious structure; after it had braved the elements for forty-six years, it was burnt to the ground in 1755. On the destruction of this light-house, that excellent mechanic and engineer Mr. Smeaton, was chosen as the fittest person to build another. It was with some difficulty that he was able to persuade the proprietors, that a stone building, properly constructed, would in all respects be preferable to one of wood; but having at last convinced them, he turned his thoughts to the shape which was most suitable to a building so critically situated. Reflecting on the structure of the former buildings, it seemed a material improvement to procure, if possible, an enlargement of the base, without increasing the size of the waist, or that part of the building which is between the top of the rock, and the top of the solid work. Hence he thought a greater degree of strength and stiffness would be gained, accompanied with less resistance to the acting power. On this occasion, the natural figure of the waist, or bole, of a large spreading oak, occurred to Mr. Smeaton. "Let us (says he) consider its particular

figure. Connected with its roots, which lie hid below ground, it rises from the surface with a large swelling base, which at the height of one diameter is generally reduced by an elegant curve, concave to the eye, to a diameter less by at least one third and sometimes to half its original base. From thence, its taper diminishing more slowly, its sides by degrees come into a perpendicular, and for some height form a cylinder. After that, a preparation of more circumference becomes necessary, for the strong insertion and establishment of the principal boughs, which produces a swelling of its diameter. Now we can hardly doubt, but that every section of the tree is nearly of an equal strength in proportion to what it has to resist; and were we to lop off its principal boughs, and expose it in that state to a rapid current of water, we should find it as capable of resisting the action of the heavier fluid, when divested of the greater part of its clothing, as it was that of the lighter, when all its spreading ornaments were exposed to the fury of the wind; and hence we may derive an idea of what the proper shape of a column of the greatest stability ought to be, to resist the action of external violence, when the quantity of matter is given of which it is to be composed.

With these views, as to the proper form of the superstructure, Mr. Smeaton began the work on the 2d of April, 1757, and finished it in August 4th, 1759. The rock, which slopes towards the south-west is cut into horizontal steps, into which are dovetailed, and united by a strong cement, Portland stone, and granite. The whole, to the height of thirty-five feet from the foundation, is a solid of stones, ingrafted in each other, and united by every means of additional strength. The building has four rooms, one over the other, and at the top a gallery and lantern. The stone floors are flat above, but concave beneath, and are kept from pressing against the sides of the building by a a chain let into the walls. It is nearly eighty feet high, and since its completion has been assaulted by the fury of the elements, without suffering the smallest injury.

We regret that we cannot with propriety trace out the progress of this great work, and shew with what skill and judgment this unparalleled engineer overcame the greatest difficulties; we, however, beg to recommend to our curious readers, Mr. Smeaton's own account of the Eddystone light-house, not doubting that they will be highly gratified by the perusal. According to the requisite tables, this light-house is situated in lat. 50. 8. N., long. 4. 24. W. of Greenwich; or 4. 18. 24. W. of London.

A POLITE SEA-ROBBER.

We often read of extremely polite and gentlemanly highwaymen, who rob with such marvellous courtesy that a man can hardly feel it in his heart to withhold his watch, his purse, or aught of goods and chattels that he may chance to have about him.—But it is quite otherwise with your sea robbers, alias pirates, who are represented as a most brutal and unfeeling set, who have not the least dash of politeness about them, to redeem their character from unmitigated odium. Such being their general reputation, it is with no slight feeling of relief that we read the account of so polished and courteous a villian as the one described below. It is extracted from the "Adventures of a Wanderer." He had shipped at New Orleans, on board the Governor Griswold, bound to Havana and Liverpool, as steward :—

We got (says he) under way, and proceeded down the river until we came to a place called the English Turn, when a boat, manned by twelve or fourteen men, came off from shore, and when they had arrived within hail they called to us and asked if we wanted a pilot. The Captain answered, "No;" whereupon the man in the stern of the boat ordered one of the men to throw him a rope. The rope was handed him, and it being made fast to the boat, he came alongside. He ascended the ladder, and came on board with all his men, excepting four who remained in the boat. The captain of these desperadoes was a tall man, dark complexioned, and terrible in aspect. His eye was black and piercing, his nose slightly Roman, and he wore a huge pair of sable mustachios. His men were a ferocious looking band, hardy and sun burnt. He saluted the captain in a courteous manner, and was profuse in compliments.

His men, who wore long red Indian stockings, red caps, and were armed with pistols and knives, sauntered carelessly about the deck.

The pirate captain asked our captain where he was bound; he answered correctly, "To Liverpool via Havana."

Our captain then cut short the interrogation of the pirate, by saying, "I know your business."

The pirate then turned to our crew, and asked them what sort of usage they had received since they had left Europe.

"Tolerable," they replied, "but very little grog."

The pirate then called for the steward. I made my appearance. "Have you plenty of grog on board?" inquired he.

I replied in the affirmative. "Fill up that bucket," said he, "and carry it down the forecastle for the men to drink." I took up the bucket at which he pointed, carried it into the cabin, and filled it with liquor. I then took it forward to the forecastle, where the men received it and conveyed it below.

As soon as the crew had got below, and were assembled around the bucket, the pirate placed two of his men upon the scuttle to prevent any of the crew from coming on deck, while he with two of his gang stuck close to the captain and mate. —"Now, steward," said the pirate, "go down and invite all your passengers to come on deck." I did as I was ordered. Our passengers were a lady and two small children, and a gentleman who had been engaged in teaching a school in New Orleans, but having received a letter purporting that the death of a near relation had left him heir to a large fortune, had embarked for his home, which was London.

These persons came on deck. The lady was much frightened, but the pirate told her to be under no apprehension, and soothed her with language which would not have disgraced the court of Great Britain. The pirate now gave orders to bring up the gentleman's trunk. The trunk was laid at his feet.—"Now" said he, "bring up all the captain and mate's property." They also were produced.

He then proceeded to overhaul the captain's trunk, which contained "no great shakes."

'Captain, you have a very poor kit!' said he, with a scornful smile.

The pirate then examined the passenger's trunk. It contained about four hundred and forty dollars in specie. In rummaging the trunk, the pirate fell in with the letter containing the information with respect to the fortune which had been left the passenger. This letter the pirate read, and giving a significant glance at the fortunate man whose direction it bore, folded it up carefully and laid it down.

He then turned to the captain, and asked him if the man had paid his passage. 'No,' answered the captain. 'How much does his passage cost?' inquired the pirate. 'Two hundred and twenty dollars,' replied the captain. 'That you must lose,' said the pirate.

Then turning to the passenger—'You,' said he, 'I will treat fairly! You will want,' continued the pirate, 'when you arrive at Liverpool, two dollars to pay the porter for carrying your trunk;' he laid down the money; 'your passage to London will cost you 2£ 10s,' he counted it out and placed it with the two dollars; your dinner will come to five shillings, and you may want £2 more to treat some of your friends,' he laid down the money with the rest, 'and for fear that will not be sufficient, here are twenty five dollars more.' He then presented the amount of these several items to the passenger, gave the remainder to one of his gang, and told him to pass it into the boat. He then very courteously asked the time of day. The captain pulled out a fine watch, and answered that it was half past three. 'Your watch takes my fancy mightily,' said the pirate, and taking it from the captain, he put it into his fob with great nonchalance, and walked away to the forecastle. 'Come up here two of you who are sober,' said he. Two of them came stumbling up, and the rest came reeling after.

"Go down into the cabin, and bring me up all the small arms you can find," said the pirate. The two first sailors went down, and soon returned with an old fowling piece and a pair of pistols.

"Now," said he, turning to the sailors, "if any of you, boys, wish to change your situation for better pay and a shorter passage, I will give you a chance; for rent I am after and rent I'll have! But stop!" cried he, "this lady I had almost forgotten; come here, madam, and let me hear a little of your worldly concerns."

She immediately commenced an eloquent harangue, accompanied with tears. She had gone on for some time in this manner, when the pirate immediately cried, "Avast! avast! there, that's enough, I'd sooner face the battery of a ninety-eight, than stem the storm of female eloquence!"

He then ordered some brandy for himself and his men.

The liquor was brought; I poured out a glassful for him, when he said, "Stop! captain just be so good as to drink this off yourself! after you is manners. I don't know what some of you Yankee inventors may have put into this liquor. You may have thrown an onyx into the cup. The captain drank it off readily. The pirate eyed the captain closely for a few moments, and then said to his followers, Come, my boys, we may venture," and the decanter was soon drained of its contents. The pirate then pointed to the maintop, and re-

quested the captain to take a walk up that way. "And you, Mr. Mate," said he, "begin to travel up the forerigging. But mind!" said he, "stop when I tell you!" The captain and mate had proceeded half way up the lower rigging, when he summoned them to halt. The captain was about stepping upon the next rattling, when the pirate then hailed him—"If you stir an inch backward or forward," said he, "you will come down faster than you went up." The captain looked down and saw several pistols levelled at him, ready to be discharged on the instant. He then remained stationary.

Then the pirate taking off his cap, addressed the passengers. He told them he was once poor himself, and therefore knew how to sympathize with persons in distress. He hoped they would be grateful for the lenity which he had shown them, and then wishing them a pleasant voyage, he stepped over the side into his boat, and was soon lost to our view beneath the foliage of the thick underwood which lined the shore and hung over the green wave.

FORTY-FIVE DAYS' SUFFERINGS.

Captain David Harrison, who commanded a sloop of New-York, called the Peggy, has left a melancholy narrative of the sufferings of himself and his crew, during a voyage from Fayal, one of the Azores, in 1769. A storm which had continued for some days, successively blew away the sails and shrouds; and on the 1st of December, one shroud on a side and the main sail alone remained. In this situation they could make very little way, and all their provisions were exhausted, except bread, of which but a small quantity was left: they came at last to an allowance of a quarter of a pound a day, with a quart of water and a pint of wine, for each man.

The ship was now become very leaky; the waves were swelled into mountains by the storm, and the thunder rolled incessantly over their heads in one dreadful almost uninter-

mitting peal. In this frightful dilemma, either of sinking with the wreck, or floating in her and perishing with hunger, two vessels came in sight; but such was the tempest that neither could approach, and they saw with sensations more bitter than death itself, the vessels that would willingly have relieved them disappear. The allowance of bread and water, though still farther contracted, soon exhausted their stores, every morsel of food was finished, and only about two gallons of water remained in the bottom of the cask. The poor fellows who, while they had any sustenance, continued obedient to the captain, were now driven by desperation to excess; they seized upon the cargo, and because wine and brandy were all they had left, they drank of both till the frenzy of hunger was increased by drunkenness, and curses and blasphemy were blended with exclamations of distress. The dregs of the water cask were abandoned to the captain, who, abstaining as much as possible from wine, husbanded them with the greatest economy.

In the midst of these horrors, this complication of want and excess, of distraction and despair, they espied another sail. Every eye was instantly turned towards it; the signal of distress was hung out, and they had the unspeakable satisfaction of being near enough to the ship to communicate their situation. Relief was promised by the captain; but this, alas! was but "the mockery of wo;" and instead of sending the relief he had promised, the unfeeling wretch crowded all sail, and left the distressed crew to all the agony of despair which misery and disappointment could occasion.

The crew once more deserted and cut off from their last hope, were still prompted by an intuitive love of life to preserve it as long as possible. The only living creatures on board the vessel, besides themselves, were two pigeons and a cat. The pigeons were killed immediately, and divided among them for their christmas dinner; the next day they killed the cat; and as there were nine persons to partake of the repast, they divided her into nine parts, which they disposed of by lot The head fell to the share of Captain Harrison, and he declared that he never eat any thing that he thought so delicious in his life.

The next day the crew began to scrape the ship's bottom for barnacles; but the waves had beaten off those above water, and the men were too weak to hang long over the ship's side. During all this time, the poor wretches sought only to forget their misery in intoxication; and while they were continually

heating wine in the steerage, the captain subsisted upon the dirty water at the bottom of the cask, half a pint of which, with a few drops of Turlington's Balsam, was his whole sustenance for twenty-four hours.

To add to their calamity, they had neither candle nor oil; and they were in consequence compelled to pass sixteen hours out of the twenty-four in total darkness, except the glimmering light of the fire. Still however, by the help of their only sail they made a little way; but on the 28th of December, another storm overtook them, which blew their only sail to rags. The vessel now lay like a wreck on the water, and was wholly at the mercy of the winds and waves.

How they subsisted from this time to the 13th of January, sixteen days, does not appear, as their biscuit had been long exhausted, and the last bit of animal food which they tasted, was the cat on the 26th of December ; yet on the 13th of January, they were all alive, and the crew, with the mate at their head, came to the captain in the cabin, half drunk indeed, but with sufficient sensibility to express the horror of their purpose in their countenances. They said they could hold out no longer, their tobacco was exhausted; they had eaten up all the leather belonging to the pump, and even the buttons from their jackets; and that they had no means of preventing their perishing together, but by casting lots which of them should be sacrificed for the sustenance of the rest. The Captain endeavoured to divert them from their purpose until the next day, but in vain; they became outrageous, and with execrations of peculiar horror, swore that what was to be done, must be done immediately; that it was indifferent to them whether he acquiesced or dissented; and that though they had paid him the compliment of acquainting him with their resolution, yet they would compel him to take his chance with the rest, for general misfortune put an end to personal distinction.

The Captain resisted, but in vain; the men retired to decide on the fate of some victim, and in a few minutes returned, and said the lot had fallen on a negro, who was part of the cargo. The poor fellow knowing what had been determined against him, and seeing one of the crew loading a pistol to despatch him, implored the Captain to save his life; but he was instantly dragged to the steerage, and shot through the head.

Having made a large fire, they began to cut the negro up almost as soon as he was dead, intending to fry his entrails for

supper; but James Campbell one of the foremast men, being ravenously impatient for food, tore the liver out of the body, and devoured it raw; the remainder of the crew, however, dressed the meat, and continued their dreadful banquet until two o'clock in the morning.

The next day the crew pickled the remainder of the negro's body, except the head and fingers, which, by common consent, they threw overboard. The captain refused to taste any part of it, and continued to subsist on the dirty water. On the third day after the death of the negro, Campbell, who had devoured the liver raw, died raving mad, and his body was thrown overboard, the crew dreading the consequences of eating it. The negro's body was husbanded with rigid economy, and lasted the crew, now consisting of six persons, from the 13th to the 26th of January, when they were again reduced to total abstinence, except their wine. This they endured until the 29th, when the mate came again to the captain at the head of the men, and told him it was now become necessary that they should cast lots a second time. The captain endeavoured to reason them from their purpose, but without success; and therefore considering that if they managed the lot without him, he might not have fair play, consented to see it decided.

The lot now fell upon David Flat, a foremast man. The shock of the decision was so great, that the whole company remained motionless and silent for some time; when the poor victim, who appeared perfectly resigned, broke silence, and said, "My dear friends, messmates, and fellow sufferers, all I have to beg of you is, to despatch me as soon as you did the negro, and to put me to as little torture as possible." Then turning to one Doud, the man who shot the negro, he said, "It is my desire that you should shoot me." Doud reluctantly consented. The victim begged a short time to prepare himself for death, to which his companions most readily agreed. Flat was much respected by the whole ship's company, and during this awful interval, they seemed inclined to save his life; yet finding no alternative but to perish with him, and having in some measure lulled their sense of horror at the approaching scene by a few draughts of wine, they prepared for the execution, and a fire was kindled in the steerage to dress their first meal as soon as their companion should become their food.

As the dreadful moment approached, their compunction increased, and friendship and humanity at length triumphed over

hunger and death. They determined that Flat should live at least until eleven o'clock the next morning, hoping, as they said that the Divine Goodness would in the mean time open some other source of relief. At the same time they begged the captain to read prayers; a task which, with the utmost effort of his collected strength, he was scarcely able to perform. As soon as prayers were over, the company went to their unfortunate friend, Flat, and with great earnestness and affection expressed their hopes that God would interpose for his preservation; and assuring him, that though they never yet could catch or even see a fish, yet they would put out all their hooks again to try if any relief could be procured.

Poor Flat, however, could derive little comfort from the concern they expressed; and it is not improbable, that their friendship and affection increased the agitation of his mind; such, however, it was, that he could not sustain it, for before midnight he grew almost totally deaf, and by four o'clock in the morning was raving mad. His messmates, who discovered the alteration debated whether it would be an act of humanity to despatch him immediately; but the first resolution, of sparing him till eleven o'clock prevailed.

About eight in the morning, as the captain was ruminating in his cabin on the fate of this unhappy wretch, who had but three hours to live, two of his people came hastily down, with uncommon ardour in their looks, and seizing both his hands, fixed their eyes upon him without saying a word. A sail had been discovered, and the sight had so far overcome them, that they were for some time unable to speak. The account of a vessel being in sight of signals, struck the captain with such excessive and tumultuous joy, that he was very near expiring under it. As soon as he could speak, he directed every possible signal of distress. His orders were obeyed with the utmost alacrity; and as he lay in his cabin, he had the inexpressible happiness of hearing them jumping upon deck, and crying out, "She nighs us, she nighs us! she is standing this way."

The approach of the ship being more and more manifest every moment, their hopes naturally increased, and they proposed a can to be taken immediately for joy. The captain dissuaded them all from it, except the mate, who retired, and drank it to himself.

After continuing to observe the progress of the vessel for some hours, with all the tumult and agitation of mind that such a suspense could not fail to produce, they had the mortification to find the gale totally die away, so that the vessel

was becalmed at only two miles distance. They did not, however, suffer long from this circumstance, for in a few minutes they saw a boat put out from the ship's stern, and row towards them fully manned, and with vigorous despatch. As they had been twice before confident of deliverance, and disappointed, and as they still considered themselves tottering on the brink of eternity, the conflict between their hopes and fears, during the approach of the boat, was dreadful. At length, however, she came alongside; but the appearance of the crew was so ghastly, that the men rested upon their oars, and with looks of inconceivable astonishment asked what they were ?

Being at length satisfied, they came on board, and begged the people to use the utmost expedition in quitting the wreck, lest they should be overtaken by a gale of wind, that would prevent their getting back to the ship. The captain being unable to stir, was lifted out of his cabin, and lowered into the boat with ropes; his people followed him, with poor Flat still raving; and they were just putting off, when one of them observed, that the mate was still wanting. He was immediately called to, and the can of joy had just left him power to crawl to the gunnel, with a look of idiotic astonishment, having to all appearance forgot every thing that had happened. The poor drunken creature was with difficulty got into the boat, and in about an hour they all reached the ship in safety, which was the Susannah of London, commanded by Captain Thomas Evers. He received them with the greatest tenderness and humanity, and promised to lay by the wreck until the next morning, that he might, if possible, save some of Capt. Harrison's property; but the wind blowing very hard before night, he was obliged to quit her, and she probably, with her cargo, went to the bottom before morning.

The crew had been without provisions forty five days. The mate, James Doud, who shot the negro, and one Warner, a seaman, died on the passage. The remainder, including Flat, who continued mad during the voyage, arrived safe in the Susannah, in the Downs, in the beginning of March; whence Captain Harrison proceeded on shore, and made the proper attestation on oath of the facts related in this melancholy narrative.

THE PIRATE'S TREASURE.

After many months of anxious and painful expectancy, I at length succeeded in obtaining my appointment to the situation I had so ardently wished for. Despairing at my apparent want of success, I had given up all hopes, and had engaged to go servant in the Clydesdale to the East Indies, when the favorable result of my friend's exertions changed the aspect of my affairs. My instructions set forth the necessity of my being at Surinam by a certain day, otherwise I should be too late to join the corps to which I was appointed, which, on the ceding up of the place to the Dutch, was to proceed to Canada. As it wanted only two months of that period, it became necessary to inquire for some vessel without loss of time. Giving up my engagement with the Clydesdale, I proceeded to the harbor, and after a toilsome search, succeeded in discovering a ship chartered by a Glasgow company lying ready at the west quay, and to sail with that evening's tide. While I stood examining the vessel from the pier, two sailors, who seemed to be roaming idly about, stopped, and began to converse by my side.

"Has the old Dart got all her hands, Tom!" said the one, "that she has her ensign up for sailing? They say she is sold to the lubberly Dutchmen now—what cheer to lend her a hand out, and get our sailing-penny for a glass of grog?" "No, no; bad cheer!" replied the other; "mayhap I didn't tell you that I made a trip in her four years ago; and a cleaner or livelier thing is not on the water! But there is a limb of the big devil in her that is enough to cause her to sink to the bottom. It was in our voyage out that he did for Bill Burnet with the pump sounding-rod, because the little fellow snivelled a bit, and was not handy to jump when he was ordered aloft to set the fore-royal. It was his first voyage, and the boy was mortal afraid to venture; but the Captain swore he would make him, and in his passion took him a rap with the iron-rod, and killed him. When he saw what he had done, he lifted, and hove him over the side; and many a long day the men wondered what had become of little Bill, for they were all below at dinner, and none but myself saw the transaction. It was needless for me to complain, and get him overhauled, as

there were no witnesses ; but I left the ship, and births would be scarce, before I would sail with him again."

Knowing what tyrants shipmasters are in general, and how much their passengers' comfort depends on them, I was somewhat startled by this piece of information respecting the temper of the man I proposed to sail with. But necessity has no law ! The circumstance probably was much misrepresented, and, from a simple act of discipline exaggerated to an act of wanton cruelty. But be that as it might—my affairs were urgent There was no other vessel for the same port—I must either take my passage, or run the risk of being superseded. The thing was not to be thought of ; so I went and secured my birth. As my preparations were few and trifling, I had every thing arranged, and on board, just as the vessel was unmooring from the quay. During the night we got to the Clock light-house, and stood off and on, waiting for the Captain, who had remained behind to get the ship cleared out at the Custom house. Soon afterwards he joined us, and the pilot leaving us in the return-boat, we stood down the Forth under all our canvass.

For four weeks we had a quick and pleasant passage. The Dart did not belie her name ; for, being American-built, and originally a privateer, she sailed uncommonly fast, generally running at the rate of twelve knots an hour.

As I had expected, Capt. Mahone proved to be, in point of acquirements, not at all above the common run of shipmasters. He was haughty and overbearing, domineering over the crew with a high hand ; in return for which, he was evidently feared and detested by them all. He had been many years in the West Indies ; part of which time he had ranged as commander of a privateer, and had, between the fervid suns of such high latitudes and the copious use of grog, become of a rich mahogany color, or something between vermillion and the tint of a sheet of new copper. He was a middle-sized man ; square built, with a powerful muscular frame. His aspect naturally harsh and forbidding, was rendered more so by the sinister expression of his left eye, which had been nearly forced out by some accident—and the lineaments of his countenance expressed plainly that he was passionate and furious in the extreme. In consequence of this, I kept rather distant and aloof ; and except at meals, we seldom exchanged more than ordinary civilities.

By our reckoning, our ship had now got into the latitude of the Bermudas, when one evening, at sun-set, the wind,

which had hitherto been favorable, fell at once into a dead calm. The day had been clear and bright; but now, huge masses of dark and conical-shaped clouds began to tower over each other in the western horizon, which, being tinged with the rays of the sun, displayed that lurid and deep brassy tint so well known to mariners as the token of an approaching storm. All the sailors were of opinion that we should have a coarse night; and every precaution that good seamanship could suggest was taken to make the vessel snug before the gale came on. The oldest boys were sent up to hand and send down the royal and top-gallant sails, and strike the mast, while the top-sails and stays were close-reefed. These preparations were hardly accomplished, when the wind shifted, and took us a-back with such violence as nearly to capsize the vessel. The ship was put round as soon as possible, and brought to till the gale should fall; while all hands remained on deck in case of any emergency. About ten, in the interval of a squall, we heard a gun fired as a signal of distress. The night was as black as pitch; but the flash showed us that the stranger was not far to leeward: so, to avoid drifting on the wreck during the darkness, the main-top-sail was braced round, and filled, and the ship hauled to windward. In this manner we kept alternately beating and heaving-to as the gale rose or fell till the morning broke, when, through the haze, we perceived a small vessel with her masts carried away As the wind had taken off, the Captain had gone to bed: so it was the mate's watch on deck. The steersman, an old gray-headed seaman, named James Gemmel, proposed to bear down and save the people, saying he had been twice wrecked himself, and knew what it was to be in such a situation. As the Captain was below, the mate was irresolute what to do; being aware that the success of the speculation depended on their getting to Surinam before it was given up; however, he was at length persuaded—the helm was put up, and the ship bore away.

As we neared the wreck, and were standing by the mizen shrouds with our glasses, the Captain came up from the cabin. He looked up with astonishment to the sails, and the direction of the vessel's head, and, in a voice of suppressed passion, said as he turned to the mate, "What is the meaning of this, Mr. Wylie? Who has dared to alter the ship's course without my leave—when you know very well that we shall hardly be in time for the market, use what expedition we may?" The young man was confused by this unexpected challenge, and

stammered out something about Gemmel having persuaded him. "It was me, sir!" respectfully interfered the old sailor, wishing to avert the storm from the mate; "I thought you wouldn't have the heart to leave the wreck and these people to perish, without lending a hand to save them. We should be neither Christians nor true seamen to desert her, and——" "Damn you and the wreck, you old canting rascal! do you pretend to stand there and preach to me?" thundered the Captain, his fury breaking out, "I'll teach you to disobey my orders!—I'll give you something to think of!" and seizing a capstan-spar which lay near him, he hurled it at the steersman with all his might. The blow was effectual—one end of it struck him across the head with such force as to sweep him in an instant from his station at the wheel, and to dash him with violence against the lee-bulwarks, where he lay bleeding, and motionless. "Take that, and be damned!" exclaimed the wretch, as he took the helm, and sang out to the men,—"Stand by sheets and braces—hard a-lee—let go!" In a twinkling the yards were braced round, and the Dart, laid within six points of the wind, was flying through the water.

Meanwhile Gemmel was lying without any one daring to assist him; for the crew were so confounded that they seemed quite undetermined how to act. I stepped to him, therefore, and the mate following my example, we lifted him up. As there was no appearance of respiration, I placed my hand on his heart—but pulsation had entirely ceased—the old man was dead. The bar had struck him directly on the temporal bone, and had completely fractured that part of the skull.

"He is a murdered man, Capt. Mahone!" said I, laying down the body, "murdered without cause or provocation." "None of your remarks, Sir!" he retorted; "what the devil have you to do with it? Do you mean to stir up my men to mutiny? Or do you call disobeying my orders no provocation? I'll answer it to those who have a right to ask; but till then, let me see the man who dare open his mouth to me in this ship." "I promise you," returned I, "that though you rule and tyrannise here at present, your power shall have a termination, and you shall be called to account for your conduct in this day's work—rest assured that this blood shall be required at your hands, though you have hitherto escaped punishment for what has stained them already." This allusion to the murder of little Bill Burnet seemed to stagger him considerably—he stopped short before me, and, while his face grew black with suppressed wrath and fury, whispered, "I

warn you again, young man! to busy yourself with your own matters—meddle not with what does not concern you; and belay your slack jaw, or, by ——! Rink Mahone will find a way to make it fast for you!" He then turned round, and walked forward to the forecastle.

During this affray no attention had been paid to the wreck, though the crew had set up a yell of despair on seeing us leave them. Signals and shouts were still repeated, and a voice, louder in agony than the rest, implored our help for the love of the blessed Virgin; and offered riches and absolution to the whole ship's company if they would but come back. The Captain was pacing fore and aft without appearing to mind them, when, as if struck with some sudden thought, he lifted his glass to his eye—seemed to hesitate—walked on—and then, all at once changing his mind, he ordered the vessel again before the wind.

On speaking the wreck, she proved to be a Spanish felucca from the island of Cuba, bound for Curacoa, on the coast of the Caraccas. As they had lost their boats in the storm, and could not leave the vessel, our Captain lowered and manned our jolly-boat, and went off to them.

After an absence of some hours he returned with the passengers, consisting of an elderly person in the garb of a catholic priest, a sick gentleman, a young lady, apparently daughter of the latter, and a female black slave. With the utmost difficulty, and writhing under some excruciating pain, the invalid was got on board and carried down to the cabin, where he was laid on the floor. To the tender of my professional services the invalid returned his thanks, and would have declined them, expressing his conviction of being past human aid, but the young lady, eagerly catching at even a remote hope of success, implored him with tears to accept my offer. On examination I found his fears were but too well grounded. In his endeavors to assist the crew during the gale he had been standing near the mast, part of which or the rigging, having fallen on him, had dislocated several of his ribs, and injured his spine beyond remedy. All that could now be done was to afford a little temporary relief from pain, which I did; and leaving him to the care of the young lady and the priest, I left the cabin.

On deck I found all bustle and confusion. The ship was still lying-to, and the boats employed in bringing the goods out of the felucca, both of which were the property of the wounded gentleman. The body of the old man, Gemmel, had been

removed somewhere out of sight; no trace of blood was visible, and Capt. Mahone seemed desirous to banish all recollections both of our quarrel and its origin.

As the invalid was lying in the cabin, and my state-room was occupied by the lady and her female attendant, I got a temporary birth in the steerage made up for myself for the night. I had not long thrown myself down on my cot, which was only divided from the main-cabin by a bulk-head, when I was awakened by the deep groans of the Spaniard. The violence of his pain had again returned, and between the spasms I heard the weeping and gentle voice of the lady soothing his agony, and trying to impart hopes and prospects to him, which her own hysterical sobs told plainly she did not herself feel. The priest also frequently joined, and urged him to confess. To this advice he remained silent for awhile; but at length he addressed the lady: "The Padre says true, Isabella! Time wears apace, and I feel that I shall soon be beyond its limits, and above its concerns! But ere I go, I would say that which it would impart peace to my mind to disclose—I would seek to leave you at least one human being to befriend and protect you in your utter helplessness. Alas! that Diego di Montaldo's daughter should ever be thus destitute! Go! my love! I would be alone a little while with the father." An agony of tears and sobs was the only return made by the poor girl, while the priest with gentle violence led her into the state-room.

"Now," continued the dying man, "listen to me while I have strength. You have only known me as a merchant in Cuba; but such I have not been always. Mine is an ancient and noble family in Catalonia; though I unhappily disgraced it, and have been estranged from it long. I had the misfortune to have weak and indulgent parents, who idolized me as the heir of their house, and did not possess resolution enough to thwart me in any of my wishes or desires, however unreasonable. My boyhood being thus spoiled, it is no matter of wonder that my youth should have proved wild and dissolute. My companions were as dissipated as myself, and much of our time was spent in gambling and other extravagances. One evening at play I quarrelled with a young nobleman of high rank and influence; we were both of us hot and passionate, so we drew on the spot and fought, and I had the misfortune to run him through the heart and leave him dead. Not daring to remain longer at home, I fled in disguise to Barcelona, where I procured a passage in a vessel for the Spanish Main

On our voyage we were taken by buccaneers ; and the roving and venturous mode of life of these bold and daring men suiting both my inclination and finances, I agreed to make one of their number. For many months we were successful in our enterprises : we ranged the whole of these seas, and made a number of prizes, some of which were rich ships of our own colonies. In course of time we amassed such a quantity of specie as to make us unwilling to venture it in one bottom ; so we agreed to hide it ashore and divide it on our return from our next expedition. But our good fortune forsook us this time. During a calm the boats of the Guarda-costa came on us, overpowered the ship, and made all the crew, except myself and two others, prisoners. We escaped with our boat, and succeeded in gaining the island of Cuba, where both of my comrades died of their wounds. Subsequent events induced me to settle at St. Juan de Buenavista, where I married, and, as a merchant, prospered and became a rich man. But my happiness lasted not ! My wife caught the yellow fever and died, leaving me only this one child. I now loathed the scene of my departed happiness, and felt all the longings of an exile to revisit my native country. For this purpose I converted all my effects into money ; and am thus far on my way to the hidden treasure, with which I intended to return to Spain. But the green hills of Catalonia will never more gladden mine eyes ! My hopes and wishes were only for my poor girl. Holy father ! you know not a parent's feelings—its anxieties and its fears ! The thoughts of leaving my child to the mercy of strangers ; or, it may be, to their barbarities, in this lawless country, is far more dreadful than the anguish of my personal sufferings. With you rests my only hope. Promise me your protection towards her, and the half of all my wealth is yours."

"Earthly treasures," replied the priest, "avail not with one whose desires are fixed beyond the little handful of dust which perisheth—my life is devoted to the service of my Creator ; and the conversion of ignorant men, men who have never heard of his salvation. On an errand of mercy came I to this land ; and if the heathen receive it, how much more a daughter of our most holy church ? I, therefore, in behalf of our community, accept of your offer, and swear on this blessed emblem to fulfil all your wishes to the best of my poor abilities."

"Enough, enough ! (said Montaldo) I am satisfied ! Among that archipelago of desert islands, known by the name of the

Roccas, situated on the coast of the province of Venezuela in New Granada, there is one called the Wolf-rock; it is the longest and most northern of the group, and lies the most to seaward. At the eastern point, which runs a little way into the sea, there stands an old vanilla, blasted and withered, and retaining but a single solitary branch. On the eve of the festival of St. Jago the moon will be at her full in the west. At twenty minutes past midnight she will attain to her highest latitude in the heavens, and then the shadow of the tree will be thrown due east. Watch till the branch and stem unite and form only one line of shade—mark its extremity—for there, ten feet below the surface, the cask containing the gold is buried. That gold, father, was sinfully got; but fasts and penances have been done, masses without number have been said, and I trust that the blessed Virgin has interceded for the forgiveness of that great wickedness! I have now confessed all, and confide in your promise! and as you perform your oath, so will the blessing or curse of a dying man abide with you. I feel faint, dying. Oh! let me clasp my child once more to my heart before I——"

Here the rest of the sentence became indistinct from the death-rattle in his throat. I leaped off my cot, and sprang up the hatchway, and had my foot on the top of the companion-ladder, when a piercing shriek from below making me quicken my steps, I missed my hold, and fell on some person stationed on the outside of the cabin door. The person, without uttering a single word, rose and ascended the steps; but as he emerged into the faint light which still lingered in the horizon, I could distinguish him to be the Captain. On my entering, I found the Spaniard dead, and his daughter lying in a state of insensibility by his side; while the female slave was howling and tearing her hair like one in a frenzy. The priest was entirely absorbed in his devotions; so, without disturbing him, I lifted the lady and bore her into the state-room. The greater part of the night was passed in trying to restore her to sensation. Fit after fit followed each other in such quick succession that I began to apprehend the result; but at length the hysterical paroxysm subsided, and tears coming to her relief, she became somewhat composed, when I left her in charge of her attendant.

The next day was spent in taking out the remainder of the felucca's cargo. There seemed now no anxiety on the captain's part to proceed on his voyage—he appeared to have forgot the necessity, expressed on a former occasion, of being in

port within a limited time. He was often in a state of inebriety ; for the wine and spirits of the Spaniards were lavishly served out to the whole ship's company, with whom he also mixed more ; and banished that haughtiness of bearing which had marked his conduct hitherto.

In the evening the body of Don Diego was brought upon deck, where his crew, under the superintendence of the priest, prepared it for its commitment to the deep. The corpse was, as is usual in such cases, wrapped up in the blankets and sheets in which it had lain, and a white napkin was tied over the face and head. In its right hand, which was crossed over the breast, was placed a gold doubloon. Its left held a small bag containing a book, a hammer, and a candle, while on the bosom was laid the little crucifix worn by the deceased. It was next enveloped in a hammock, with a couple of eight-pound shots, and a bag of ballast at the feet to sink it. At midnight the vessel was hove-to, and all the ship's company assembled at the lee-gangway. The Spaniards and negroes bore each a burning torch in his hand ; the blaze of which, as they held them elevated above their heads, cast a strange and fearful light through the deep darkness, and illumined the ocean far and wide with a supernatural refulgency. When all was ready, the priest, accompanied by Isabella, came up from the cabin, and the Spaniards lifting up the body, carried it forward to the waist, where one of the ship's gratings had been put projecting over the side, and on this the corpse was laid, and its feet to the water. Around this the torch-bearers formed a circle, and the priest, standing at the head, began the funeral service for the dead at sea. The wind had now subsided into a gentle breeze ; and nothing disturbed the profound silence of the crew during mass, save the slight splashing of the waves against the windward side of the ship, and the deep drawn, convulsive sobs of the young lady as she stood, enveloped in the mantillo, in the obscurity of the main-rigging. Mass being concluded, the priest solemnly chanted the funeral anthem ;—"May the angels conduct thee into Paradise ; may the martyrs receive thee at thy coming ; and mayest thou have eternal rest with Lazarus, who was formerly poor !" He then sprinkled the body with holy water and continued :—"As it hath pleased God to take the soul of our dear brother here departed unto himself, we, therefore, commit his body to the deep, in the sure and certain hope of a joyful resurrection on that day when the sea shall give up its dead. Let him rest in peace !" The Spaniards responded "Amen !" and the priest repeating,

"May his soul, and the souls of all the faithful departed, through the mercy of God, rest in peace—Amen!" made the sign of the cross; and the bow-chaser, which had been loaded and made ready for the occasion, firing, the end of the grating was gently elevated, and the corpse heavily plunged into the water. The waves parted, heaving and foaming round the body as it disappeared,—when to our horror and astonishment we beheld it, the next minute, slowly return to the surface, deprived of the canvass covering in which it had been sewed. The dead man came up as he had gone down, in an upright position, and floated a little time with his back to the vessel; but the motion of the water turned him round by degrees till we distinctly saw his face. The head was thrown back, and the eyes wide open; and under the strong stream of light poured on them from the torches, they seemed to glare ghastly and fearfully upwards. His gray hair, long and dishevelled, floated about his face, at times partially obscuring it; and one arm, stretched forth, and agitated by the action of the waves, appeared as if in the act of threatening us. When the first burst of horror had subsided, I caught hold of Isabella to prevent her seeing the body, and was leading her off, when some of the men, lowering their torches from the main-chains, whispered that it was the murdered man, old James Gemmel. The Captain had been hitherto looking on with the rest without having apparently recognised him; but when the name struck his ear, he shrunk back and involuntarily exclaimed, "it 's a lie—it 's an infamous lie! Who dares to say he was murdered? He went overboard two days ago? But don't let him come on board; for God's sake keep him down, or he 'll take us all with him to the bottom. Will nobody keep him down? Will nobody shove him off? Helm a-lee!" he bawled out, waving to the steersman; but the man had deserted his post, eager to see what was going on; he, therefore, ran to the wheel himself, and again issued his commands, "Let go the main topsail weather braces, and bring round the yard! Let them go, I say!" His orders were speedily executed. The vessel gathered way, and we quickly shot past the body of the old man.

For several days after this, we pursued our course with a favorable wind, which drove us swiftly forward on our voyage. The Captain now kept himself constantly intoxicated, seldom made his appearance in the cabin, but left us altogether to the care of the steward. All subordination was now at an end—his whole time was spent among the seamen, with whom he

mixed familiarly, and was addressed by them without the slightest portion of that respect or deference commonly paid to the Captain of the vessel. The appearance of the men, also, was much altered. From the careless mirth and gaiety and the characteristic good humor of sailors, there was now a sullenness and gloom only visible. A constant whispering—a constant caballing was going on—a perpetual discussion, as if some design of moment was in agitation, or some step of deep importance was about to be taken. All sociality and confidence towards each other were banished. In place of conversing together in a body, as formerly, they now walked about in detached parties, among them the boatswain and carpenter seemed to take an active lead. Yet, in the midst of all this disorder, a few of our crew kept themselves separate, taking no share in the general consultation ; but from the anxiety expressed in their countenances, as well as in that of the mate, I foresaw some storm was brooding, and about to burst on our heads.

Since Montaldo's death, Isabella had been in the habit of leaving her cabin after sun-set, to enjoy the coolness of the evening breeze, and in this she was sometimes joined by the priest, but more frequently was only attended by her slave. One evening she came up as usual, and after walking backward and forward on deck till the dews began to fall, she turned to go below ; but just as we approached the companion-way, one of the negroes, who now, in the absence of all discipline, lounged about the quarter-deck without rebuke, shut down the head, and throwing himself on it, declared that none should make him rise without the reward of a kiss. This piece of insolence was received with an encouraging laugh by his fellows, and several slang expressions of wit were loudly applauded by those around. Without a word of remonstrance, Isabella timidly stooped, and would have attempted getting down the ladder without disturbing the slave ; when, burning with indignation, I seized the rascal by the collar, and pitched him head foremost along the deck. In an instant he got on his legs, and pulling a clasp-knife out of his pocket, with an imprecation he made towards me. All the other negroes likewise made a motion to assist him, and I expected to be assailed on all hands, when the mate interfered, and laying hold of the marlin-spike, which I had caught up to defend myself, pushed me back, as he whispered, " Are you mad, that you interfere ? For heaven's sake, keep quiet, for I have no authority over the crew now !" And he spoke the truth ; for the negro, brandishing his knife,

and supported by his comrades, was again advancing, when the hoarse voice of the boatswain, as he ran to the scene of action, arrested his progress.

"Hallo! you there, what's the squall for? Avast, avast, Mingo; off hands is fair play—ship that blade of yours, or I'll send my fist through your ribs, and make day-light shine through them in a minute." I related the behavior of the negro, and was requesting him to order the slaves forward, when I was cut short with—"There are no slaves here, young man! we are all alike free in a British ship. But damn his eyes for an insolent son of a ———; he pretend to kiss the pretty girl! I'll let him know she belongs to his betters! The black wench is good enough for him any day. Come, my dear!" he continued, turning to Isabella, "give me the same hire, and I'll undertake to clear the way for you myself." He made as if he meant to approach her, when, careless of what the consequence might be to myself, I hastily stepped forward, and lifting up the head of the companion, Isabella in an instant darted below. "This lady is no fit subject either for wit or insolence," said I, shutting the doors, "and he is less than man who would insult an unprotected female." For a little while he stood eyeing me as if hesitating whether he would resent my interference, or remain passive; at length he turned slowly and doggedly away as he uttered—"you ruffle big, and crow with a brisk note, my lad! But I've seen me do as wonderful a thing as twist your windpipe and send you over the side to cool yourself a bit; and so I would serve you in the turning of a wave, if it wasn't that we may have use for you yet! I see in what quarter the wind sets; but mind your eye! for sink me if I don't keep a sharp look out ahead over you."

I now saw that things had come to a crisis—that the crew meant to turn pirates; and I was to be detained among them for the sake of my professional services. I could not, without a shudder, reflect on what must be the fate of Isabella among such a gang of reckless villains; but I firmly resolved that, come what might, my protection and care over her should cease but with my life.

To be prepared for the worst, I immediately went below, loaded my pistols, and concealed them in my breast, securing at the same time all my money and papers about my person. While thus employed, one of the cabin-boys came down for a spy-glass, saying that a sail had hove in sight to windward. Upon this I followed him up, and found the crew collected together in clamorous consultation as to the course they should

follow. Some were for lying to till she came down, and taking her, if a merchantman ; and if not, they could easily sheer off—but this motion was overruled by the majority, who judged it best to keep clear for fear of accidents : accordingly all the spare canvas was set, and we were soon gaining large before the wind. But the Dart, though reckoned the first sailor out of Clyde when close hauled on a wind, was by no means so fleet when squared away and going free : she had now met with her match, for the stranger was evidently gaining rapidly on us, and in two hours we saw it was impossible for us to escape. The priest and I were ordered down with a threat of instant death if we offered to come on deck, or make any attempt to attract observation.

I now communicated to Isabella my apprehensions with respect to the crew, along with my resolution to leave the vessel if the other proved a man-of-war, and earnestly advised both her and the priest to take advantage of it also. She thanked me with a look and smile that told me how sensible she was of the interest I felt in her welfare, and expressed her willingness to be guided by me whatever way I thought best.

Shortly after this we heard a gun fired to bring us to, and the Dart hailed and questioned as to her port and destination. The answers, it appeared, were thought evasive and unsatisfactory, for we were ordered to come close under the lee-quarter of his Majesty's sloop of war Tartar, while they sent to examine our papers. This was now our only chance, and I resolved, that if the officer should not come below, I would force the companion-door and claim his protection. But I was not put to this alternative. As soon as he arrived, I heard him desire the hatches to be taken off, and order his men to examine the hold. The inspection did not satisfy him ; for he hailed the sloop, and reported that there were Spanish goods on board which did not appear in the manifest :—"Then remain on board, and keep your stern lights burning all night, and take charge of the ship !" was the reply. In a state of irksome suspense we remained nearly two hours, expecting every minute to hear the officer descending. At length, to our relief, the companion-doors were unlocked, and a young man, attended by our captain, entered the cabin. He looked surprised on seeing us, and bowing to Isabella, apologized for intruding at such an unseasonable hour. "But I was not given to understand," he added, "that there were passengers in the ship—prisoners I should rather pronounce it, Mr. Mahone, for you seem to have had them under lock and key, which

is rather an unusual mode of treating ladies at least. No wine, sir!" he continued, motioning away the bottles which the captain was hastily placing on the table—"no wine, but be pleased to show me your register and bill of lading."

He had not been long seated to inspect them when a shuffling and hurried sound of feet was heard overhead, and a voice calling on Mr. Duff for assistance, showed that some scuffle had taken place above. Instantaneously we all started to our feet, and the lieutenant was in the act of drawing his sword, when, accidentally looking round, I observed Mahone presenting a pistol behind. With a cry of warning, I threw myself forward, and had just time to strike the weapon slightly aside, when it went off. The ball narrowly missed the head of Duff, for whom it had been aimed, but struck the priest immediately over the right eye, who, making one desperate and convulsive leap as high as the ceiling, sunk down dead, and before the Captain could pull out another, I discharged the contents of mine into his breast. We then rushed upon deck; but it was only to find the boat's crew had been mastered, and to behold the last of the men tumbled overboard. The pirates then dispersed, and exerted themselves to get the ship speedily underway; while the boatswain sang out to extinguish the lanterns, that the Tartar might not be guided by the lights.

"It's all over with us!" exclaimed my companion; "but follow me—we have one chance for our lives yet. Our boat is still towing astern; do you throw yourself over, and swim till I slide down the painter, and cut her adrift. Come, bear a hand, and jump! don't you see them hastening aft?" And in an instant he pitched himself off the taffrel, slid down the rope which held the boat, and cast her loose. But this advice however judicious, it was impossible for me to follow—for, at the moment, repeated shrieks from Isabella put to flight all thoughts for my own individual safety; I, therefore, hurried back to the cabin, determined, that if I could not rescue her along with myself, to remain, and protect her with my life. And in a happy time I arrived! The candles were still burning on the table; and through the smoke of the pistols, which still filled the cabin, I beheld her struggling in the arms of a negro—the identical slave who had displayed such insolence in the early part of the evening. With one stroke of the butend of my pistol I fractured the cursed villain's scull—caught up Isabella in my arms—ran up the ladder, and had nearly gained the side, when the boatswain, attracted by her white garments, left the helm to intercept me—and I saw the gleam of his up-

lifted cutlass on the point of descending, when he was suddenly struck down by some person from behind I did not stop to discover who had done me this good office, but hailing Duff, and clasping Isabella firmly to my heart, I plunged into the water, followed by my unknown ally. With the aid of my companion, whom I now found to be John Wyllie, the mate, we easily managed to support our charge till the boat reached us; when we found that the greater part of the men had been rescued in a similar manner.

When the morning dawned, we perceived the Dart, like a speck in the horizon, and the sloop of war in close chase. Our attention was next turned to our own situation, which was by no means enviable: we had escaped, it is true, with our lives, for the present; but without a morsel of food, or a single drop of fresh water, with us in the boat; we could, at best, only expect to protract existence for a few days longer, and then yield it up ultimately in horror and misery. By an observation taken the day before, on board of the Tartar, Mr. Duff informed us we were to the north-east of the Bahamas, and distant about one hundred and seventy miles from Walling's Island, which was the nearest land. This was a long distance; but, as despair never enters the breast of a British sailor, even in situations of the utmost extremity, we cheered up each other; and, as no other resource was left us, we manned our oars, and pulled away with life, trusting in the chance of meeting with some vessel, of which there was a strong probability, as this was the common course of the leeward traders. And our hopes were not disappointed! for next day we fortunately fell in with a brig from the Azores, bound for Porto Rico, on board of which we were received with much kindness; and, in five days, we found ourselves safe moored in Porto-real harbor.

My first step on landing was to inquire for a boarding house for Isabella, and I had the good luck to be directed to one kept by a respectable Scotch family, in Orange Terrace, and to this I conducted her. My next transaction was to charter a small cutter, and to communicate to Duff the secret of the hidden treasure; at the same time asking him to adventure himself and his men on its recovery. I also gave him to understand the probability of a renconter with the pirates, in the event of their having escaped the sloop, for I was aware that Mahone had overheard the whole confession, from my finding him listening at the cabin door. Without hesitation, the lieutenant at once agreed to accompany me, and engaging some

hands out of a vessel newly arrived, we soon mustered a party of fourteen men. As it wanted only six days of the festival of St Jago, and the distance across the Caribean sea was great enough to require all our exertions to be there in time, we embarked and sailed that very night.

Our cutter proved a prime sailor—and though the winds were light and variable, by the help of our sweeps we made the Roccas on the evening of the sixth day As the Spaniard had foretold, the moon was climbing the western sky, and pouring the fulness of her splendor with a mild and beautiful effulgence on the untroubled deep, as we slowly drifted with the current between the Wolf-rock and the adjacent isle. All was silent and calm over the whole desert of the Archipelago and the vast surrounding waters, save now and then the sudden flight of a sea-fowl awakening from its slumbers as we passed; or the occasional roar of the jaguar faintly wafted from the main land. We ran the cutter into a deep and narrow creek; moored her safe, and proceeded, well armed, to the eastern extremity. There we found the projecting point of land, and the old vanilla tree exactly in the situation described —its huge, twisted trunk was still entire ; and from the end of its solitary branch, which was graced by a few scattered leaves, the body of a man in the garb of a sailor hung suspended in irons. The clothes had preserved the body from the birds of prey, but the head was picked clean and bare, leaving the eyeless and bleached skull to glitter white in the moonlight In perfect silence, and with something of awe in our spirits impressed by the solitude, and dreariness of the scene, we seated ourselves on the rocks, and, with my timepiece in my hand, I began to mark the progress of the shadow. For nearly three hours we watched in this manner, listening attentively for the slightest sound from sea-ward; but every thing continued hushed and still, except the creaking of the chain as the dead man swung to and fro in the breeze. Midnight was now drawing near—the moon, radiant and full, was careering high through the deep blue of heaven, and the shadows of the branch and stem were approaching each other, and towards the desired point. At length the hand of my timepiece pointed to within a minute of the time. It passed over. The branch and stem now merged into one, and threw their shadow due east, and the first spade-full of earth had been thrown out, when the man who had been stationed to keep a look out came running to inform us that a boat was rapidly approaching from the east. We immediately concluded they must be a part of the Dart's

crew; and their long and vigorous strokes, as they stretched out to the full extent of their oars, showed that they knew the importance of every minute that elapsed. Our implements for digging were hastily laid aside, and we concealed ourselves among the rocks till they should come within reach. In a short time the boat was seen ashore, and eight armed men came forward, partly Spaniards and partly the ship's crew; among whom I recognized the boatswain, and, to my surprise, Mahone, whom I had shot and left for dead in the cabin Without giving them time to prepare for the assault, we quitted our shelter, and sprung among them at once, laying about with our cutlasses.

For a little space the skirmish was toughly and hotly contested; for the pirates were resolute and reckless, and fought with the desperation of men who knew that the only chance for their lives lay in their own exertions. In the confusion of the fray I had lost sight of Duff, and was closely engaged with one of the Spaniards, when the voice of the boatswain shouting forth a horrible imprecation sounded immediately behind me. I turned round, and sprung aside from the sweep of his cutlass, and, as my pistols were both empty, retreated, acting on the defensive; when he pulled out his, fired, and hurled the weapon at my head. The shot passed without injuring me—but the pistol, aimed with better effect, struck me full in the forehead. A thousand sparks of light flashed from my eyes—I felt myself reeling, and on the point of falling, when a cut across the shoulder stretched me at once on the ground. When I recovered from my stupor, and opened my eyes, the morning was far advanced—the sun was shining bright over head; and I found myself at sea, lying on the deck of the cutter; and Duff busily engaged in examining my wounds. From him I learned that the pirates had been mastered after a severe conflict—in which four had been slain, and left on the island; two had escaped unobserved during the fight, and made off with the boat; and two had been wounded, and were prisoners on board, one of whom was Mahone. On our arrival at Porto Rico, we delivered them over to the civil power; and, soon afterwards, Mahone was tried for the murder of the priest, when he was convicted on our evidence, condemned, and executed. Under good nursing and care, I gradually recovered.

Isabella is not now that destitute and unprotected orphan whom I first saw on the middle of the western ocean—but the happy mistress of a happy home, diffusing life and glad-

ness on all around her. My friend Duff has lately been placed on the list of post captains, and is anxiously waiting for more bustling times, when there will be more knocking about, and more hard blows got, than what our present peace admits of. John Wyllie, too, has had advancement in his line, being now master of one of the finest ships from Clyde; and I had the additional satisfaction of knowing that none of the crew had reason to regret their having jeopardized their lives in fighting for the "Pirates Treasure."

THE CUMBERLAND PACKET.

In the dreadful hurricane which took place at Antigua, on the 4th of September, 1804, several vessels were lost; and among others, the Duke of Cumberland Packet. Every precaution had been taken, by striking the yards and masts, to secure the vessel; and the cable had held so long, that some faint hope began to be entertained of riding out the gale, when several of the crew were so indiscreet, as to quit the deck for some refreshment; no sooner had they sat down, than a loud groan from the rest of the crew summoned them on deck. The captain ran forward, and exclaimed, "All's now over; Lord God have mercy upon us!" The cable had parted; the ship hung about two minutes by the stream and kedge, and then began to drive broadside on. At this moment the seamen, torn by despair, seemed for a moment to forget themselves; lamentations for their homes, their wives, and their children, resounded through the ship. Every man clung to a rope, and determined to stick to it as long as the ship remained entire. For an hour they drifted on, without knowing whither, the men continued to hold fast by the rigging while their bodies were beaten by the heaviest rain, and lashed by every wave. The most dreadful silence prevailed. Every one was too intent on his own approaching end, to be able to

communicate his feelings to another; and nothing was heard but the howling of the tempest. The vessel drove towards the harbor of St. John's, and two alarm guns were fired, in order that the garrison might be spectators of their fate, for it was in vain to think of assistance. They soon drove against a large ship, and went close under her stern. A faint hope now appeared of being stranded on a sandy beach; and the captain therefore ordered the carpenter to get the hatchets all ready to cut away the masts, in order to make a raft for those who chose to venture upon it. The vessel however drove with extreme violence on some rocks, and the cracking of her timbers below was distinctly heard. Every hope now vanished, and the crew already began to consider themselves as beings of another world. In order to ease the vessel, and if possible prevent her from parting, the mizen-mast was suffered to remain, to steady the vessel. The vessel had struck about two o'clock, and in half an hour afterwards the water was up to the lower deck. Never was daylight more anxiously wished for, than by the crew of this vessel. After having hung so long by the shrouds, they were forced to cling three hours longer before the dawn appeared. The sea was making a complete breach over the ship, which was laying on her beam ends; and the crew, stiff and benumbed, could with difficulty hold against the force of the waves, every one of which struck and nearly drowned them.

The break of day discovered to the wretched mariners all the horrors of their situation; the vessel was lying upon large rocks, at the foot of a craggy overhanging precipice, twice as high as the ship's mainmast; the wind and rain beat upon the crew with unabated violence, and the ship lay a miserable wreck. The first thoughts of the crew in the morning were naturally directed to the possibility of saving their lives; and they all agreed, that their only chance of doing so, was by means of the mizen-mast. The top-mast and top-gallant-mast were launched out, and reached within a few feet of the rock. An attempt was made by one of the crew, to throw a rope with a noose to the top of the rock; but instead of holding by the bushes, it brought them away. Another seaman, who seemed from despair to have imbibed an extraordinary degree of courage, followed the first man out on the mast, with the intention of throwing himself from the end upon the mercy of the rock; he had proceeded to the extremity of the top-gallant mast, and was on the point of leaping among the bushes, when the pole of the mast, unable to sustain his weight, gave

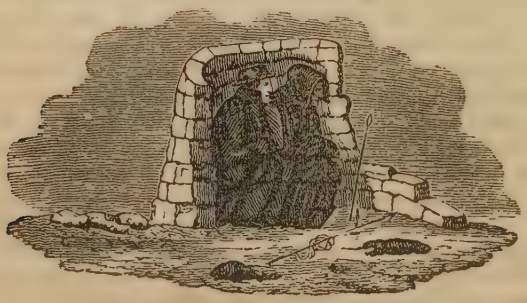
way, and precipitated him into the bosom of the waves, from a height of forty feet. Fortunately he had carried down with him the piece of the broken mast, and instead of being dashed to pieces, as was expected, he kept himself above water until he was hoisted up. All hopes of being saved by the mizen-mast were now at an end; and while the crew were meditating in sullen silence on their situation, Mr. Doncaster, the chief mate, unknown to any one, went out on the bowsprit, and having reached the end of the jib-boom, threw himself headlong into the water. He had scarcely fallen, when a tremendous wave threw him upon the rock; and left him dry; there he remained motionless, until a second wave washed him still further up, when clinging to some roughness in the cliff, he began to scramble up the rock; and in about half an hour, he with infinite difficulty reached the summit of the cliff. The crew anxiously watched every step he took, and prayed for his safety, conscious that their own preservation depended solely upon it. Mr. Doncaster immediately went round to that part of the precipice nearest the vessel, and received a rope thrown from the main-top, which he fastened to some trees. By means of this rope, the whole of the crew were, in the space of three hours, hoisted to the top of the cliff.

The whole of the ship's company having assembled on the rock, bent their steps towards town. The plain before them had, in consequence of the heavy rain, become almost impassable; but after wading about three miles through fields of canes, and often plunged up to the neck in water, they reached St. John's in safety; where they would have died for want of food and necessaries, had it not been for the kind offices of a Mullatto tailor, who supplied them with clothes, beds, and provisions, and did them other kind offices of humanity.

LOSS OF THE BRIG SALLY.

August 8, 1767, while in latitude 25, having a strong gale of wind, the brig Sally was laid to under her main-stay-sail till ten o'clock the next morning, when she was hove on her beam ends, and in less than five minutes turned keel upwards, so that they had only time to cut away the lanyards of her main-mast. There were on board, Anthony Tabry, master; Humphry Mars, mate; Joseph Sherver, Samuel Bess, John Burna, mariners who were drowned; six other mariners, viz. Peter Toy, Daniel Cultan, John Davis, Alexander Landerry, Peter Mayes and William Hammon, having got hold of the top-mast which floated alongside, tied it to the stern, and supported themselves by it, till about five o'clock in the evening, when the cabin boy swam to the hull and threw them a rope, by which they got on the bottom of the vessel, where they were still in a dismal plight; the first want that invaded them was drink, this drove away all thought of meat. The main-mast, with all the rigging, the lanyards having been cut away, came up alongside, from which they got the wreath, (a square hoop which binds the head of the mast,) with which, and a bolt of a foot long, they went to work on her bottom; in the mean time keeping their mouths moist, as well as they could, by chewing the stuff of her bottom, she not having any barnacles, being lately cleaned, and some lead which was on her bow, and drinking their own water; in four days time Peter Toy died, raving for drink, whose body they threw off the vessel the next day. In this manner did they work for six days, without meat, drink or sleep, nor daring to lie down for fear of falling off the vessel; the sixth day they got a hole in the brig, where they found a barrel of bottled beer; this they drank very greedily; they soon got another parcel, when one of them put the others on an allowance.—The eleventh day of their being on the wreck, they got a barrel of pork, which they were obliged to eat raw. As to sleep, as soon as they got a hole through the vessel's bottom, they pulled out a great number of staves and shingles, and made a platform in the same place, but so small was it, that when they wanted to turn, they were obliged to wait till the sea

hoisted the vessel, and when she fell again with the sea, they were almost froze to death. Thus did these poor miserable fellows live for thirteen or fourteen days; after they got the pork, they made a kind of net with a hoop, some shingles and ropes, which they got from the mast; this they let into the sea, with some pork, and caught a few small fish, which, with two or three mice they caught on board the brig, afforded them several most delicious repasts, raw as they were; this lasted but a few days, as they could not catch any more; when they were obliged to return to their pork, which was become quite putrid by the salt water getting to it. To their great joy, on the 1st of September, in lat. 26, 15, long. 70, 10, at four o'clock in the afternoon, they could just perceive a vessel to windward of them, which seemed to stand some time for them, but soon put about and stood from them; it was then they despaired, as that morning they had drank the last bottle of their beer, and that one was all they had; for that day they worked hard to get at the casks of water in the hold, but they were so far from them, that they could not have got at them in a long time; about sun half an hour high, the vessel stood for them, and came so near that they perceived a piece of canvass, that they on the wreck supported on a piece of board, bore down for it, and about seven or eight o'clock took them on board; she was the brig Norwich, Captain Robert Noyes. Thus were they relieved when death stared them in the face, by a captain who used them very kindly, gave them food and clothes, as their own were rotted off their backs, washed their sores, and gave them plasters, as they were almost raw from head to foot with the heat of the sun and salt water, which in many places had eaten holes in their flesh.



SUFFERINGS OF EPHRAIM HOW.

On the 25th of August, 1676, Mr. Ephraim How, of New Haven, in New England, with his two eldest sons; one Mr Augur; Caleb Jones, son to Mr. William Jones, one of the magistrates of New Haven; and a boy; six persons in all, set sail from New Haven for Boston, in a small ketch, of about seventeen tons.

Having despatched his business there, he sailed for New Haven on the 10th of September, but was forced back to Boston by contrary winds. Here Mr. How was seized with a violent flux, which continued nearly a month; many being at that time sick, and some dying of the same

Being in some degree restored to health, he again sailed from Boston, October 10. They went with a fair wind as far as Cape Cod; but on a sudden the weather became very tempestuous, so that they could not pass the Cape, but were driven off to sea, where they were in great danger, experiencing terrible storms, with outrageous winds and seas.

His eldest son fell sick and died about the 21st; soon after his other son was taken ill and died also. This was a bitter cup to the poor father, for these youths were his only assistants in working the vessel. Soon after Caleb Jones died, so that half the company were now no more.

Mr. How continued in a very sickly and weak state, yet was necessitated to stand at the helm twenty-four and thirty-six hours together. During this time the sea was so boisterous as frequently to break over the vessel, that if he had not been lashed fast he must have been washed overboard. In this extremity, he was at a loss in his own thoughts, whether he should persist in endeavoring to make for the New-England shore, or bear away for the Southern Islands. Upon his proposing the question to Mr. Augur, they determined, according to the custom of some in those times, to decide this difficult case by casting lots. They did so, and it fell upon New-England.

Nearly about the 7th of November they lost their rudder, so that now their only dependence was upon Providence. In

this deplorable state they drove up and down for a fortnight longer. During the last six weeks, the poor infirm Mr. How was hardly ever dry, nor had he the benefit of warm food above thrice or thereabouts!

At length about the 21st of November, early in the morning the vessel was driven on the tailings of a ledge of rocks, where the sea broke violently. Looking out they saw a dismal rocky island to the leeward, upon which, if Providence had not by the breakers given them timely warning, they had been dashed to pieces. They immediately let go an anchor, and got out the boat, and the sea became calm. The boat proving leaky, and they being in great terror, they took but little out of the ketch, but got on shore as they could.

Here they could discover neither man nor beast. It was a small, rocky, desolate island, near Cape Sable, the Southern extremity of Nova Scotia. They now appeared to be in great danger of being starved to death, but the storm returning, beat so violently upon the vessel, as it still lay at anchor, that it was stove to pieces, and several things floated to the shore.

The following articles were all they had towards their future support:—a cask of gunpowder, which received no damage from the water; a barrel of wine; half a barrel of molasses; several useful articles towards building a tent: all the above drifted from the wreck: besides which they had firearms and shot; a pot for boiling; and most probably other things not mentioned in the narrative.

Their tent was soon erected, for the cold was now getting severe, but new and great distresses attended them, for though they had arms and amunition, there were seldom any fowls to be seen, except crows, ravens, and seagulls. These were so few, that they could seldom shoot more than one at a time. Many times half a fowl, with the liquor it was boiled in, served for a meal for all three. Once they lived five days without any sustenance, but did not feel themselves pinched with hunger as at other times; which they esteemed a special favor of Heaven unto them.

When they had lived in this miserable condition twelve weeks, Mr. How's dear friend and companion, Mr. Augur, died, about the middle of February, 1677; so that he had none left to converse with but the lad, who likewise departed on the 2d of April.

Mr. How was now the sole inhabitant of this desolate spot, during April, May and June, and saw fishing vessels every

now and then, sailing by; some of which came even nearer to the island than that which at last took him off. He used all the means in his power to make them acquainted with his distress; but they either did not see him, or were afraid to approach close to the island, lest some of those Indians should be quartered there, who were at that time in hostility against the English, viz. the North-East Indians, who held out after the death of the famous Philip, king of the Wompanoags.

At length a vessel belonging to Salem, in New-England, providentially passed by, and seeing this poor fellow, they sent their boat on shore, and took him away. He had been on the Island more than seven months, and above a quarter of a year by himself. On the 18th of July he arrived at Salem, and at last returned to his family at New Haven. They for a twelvemonth had supposed him dead; by which it appears he did not get home till the end of August, or perhaps later.

VOYAGE FROM HALIFAX TO BERMUDA.

On the 6th of December, we sailed from Halifax, with a fresh north-westerly wind, on a bitter cold day, so that the harbor was covered with a vapor called "the barber," a sort of low fog, which clings to the surface of the water, and sweeps along with these biting winter blasts, in such a manner as to cut one to the very bone.

As we shot past one of the lower wharfs of the town of Halifax, just before coming to the narrow passage between George's Island and the main land, on the south side of this magnificent harbor, a boat put off with a gentleman, who, by some accident, had missed his passage. They succeeded in getting alongside the ship; but, in seizing hold of a rope which was thrown to them from the main chains, the boatmen in their hurry, caught a turn with it round the afterthwart, in

stead of making it fast somewhere in the bow of the boat.—The inevitable consequence of this proceeding was, to raise the stern of the boat out of the water, and, of course, to plunge her nose under the surface. Even a landsman will comprehend how this happened, when it is mentioned that the ship was running past at the rate of ten knots. In the twinkling of an eye, the whole party, officer, boatmen, and all, were seen floating about, grasping at the oars or striking out for the land, distant fortunately, only a few yards from them; for the water thereabouts is so deep, that a ship in sailing out or in, may safely graze the shore.

As the intensity of the cold was very great, we were quite astonished to see the people swimming away so easily; but we afterwards learned from one of the party, that, owing to the water being between forty and fifty degrees warmer than the air, he felt, when plunged into it, as if he had been soused into a hot bath. The instant, however, he reached the pier, and was lugged out, like a half drowned rat, he was literally enclosed in a firm case of ice from head to foot! This very awkward coat of mail was not removed without considerable difficulty; nor was it till he had been laid for some hours in a well warmed bed, between two other persons, that he could move at all, and for several months afterwards, he was not well enough to leave his room.

For us to stop, at such a time and place, was impossible; so away we shot like a spear—past Chebucto Head, Cape Sambo, and sundry other fierce looking black capes of naked rock. The breeze rapidly rose to a hard gale, which split our main-topsail to threads, and sent the fragments thundering to leeward in the storm, in such grand style, that, to this hour, I can almost fancy I hear the noise in my ears.—I know few things more impressive than the deep toned sounds caused by the flapping of a wet sail, in such a fierce squall as this, when the sheets are carried away, and the unconfined sail is tugging and tearing to get clear of the yard, which bends and cracks so fearfully, that even the lower mast sometimes wags about like a reed. I certainly have heard thunder far louder than the sounds alluded to; but have seldom known it more effective or startling than those of a sail going to pieces in such a tempest of wind and rain.

I was standing, where I had no business to be, on the weather side of the quarter-deck, holding on stoutly by one of the belaying pins, and wondering where this novel scene was to end, but having an obscure idea that the ship was going to

the bottom. The admiral was looking up at the splitting sail as composedly as possible, after desiring that the main-topmen, whose exertions were quite useless, should be called down, out of the way of the ropes, which were cracking about their heads. Every now and then I could see the weather-wise glance of the veteran's eye directed to windward, in hopes that matters would mend. But they only became worse; and at last, when the fore-mast seemed to be really in danger, for it was bending like a cane, though the foresail had been reefed, he waited not to run through the usual round of etiquettes by which an admiral's commands generally reach the executive on board ship, but exclaimed with a voice so loud, that it made me start over to the lee side of the deck,

"Man the fore-clue garnets!"

In the next minute the sail rose gradually to the yard, and the groaning old ship, by this time sorely strained to her innermost timber, seemed to be at once relieved from the pressure of the canvass which had borne her headlong, right into the seas, and made her tremble from stem to stern, almost as if she was going to pieces.

The next thing to be done was to get in the jib-boom, in order to ease the bowsprit. In effecting this rather troublesome operation, one of the best seamen we had, fell overboard. He was second captain of the forecastle, the steadiness of whose admirable skill as steersman had, one day, elicited the complimentary remark from the captain, that he must surely have nailed the compass card to the binnacle. On this, and other accounts, he was so much esteemed in the ship, that more than the usual degree of regret was felt for his melancholy fate. I saw the poor fellow pitch into the water, and watched him as he floated past, buoyant as a cork, and breasting the waves most gallantly, with an imploring look towards us, which I shall never forget. In less than a minute he was out of sight. A boat could hardly have lived in such weather and no further attempt was made, or could have been made, to save him, than to throw over ropes, which all fell short of their mark. Although we soon lost all traces of him, it is probable he may have kept sight of us, as we drifted quickly to leeward under our bare poles, long after we had ceased to distinguish his figure in the yest of waves.

This gale, the first I ever saw, was also, I can recollect, one of the fiercest. It lasted for three days, totally dispersed our little squadron, well nigh foundered one of them, the

Cambrian, and sent her hobbling into Bermuda some days after us with the loss of her main-mast and all three top-masts.

The rock of the islands of Bermuda is of a very soft coarse freestone, full of pores; so soft, indeed, that if it be required to make an additional window to a house, there is nothing to be done, we were told, but to hire a black fellow, who with a saw, could speedily cut an opening in any part of the wall.

There is nothing more remarkable in this singular cluster of islands than the extensive coral reef which fends off the sea on the northern side, and stretch out in a semi-circular belt, at the distance of two or three leagues from the land. On these treacherous reefs we saw many a poor vessel bilged, at moments when, from seeing the land at such a distance, they fancied themselves in perfect security.

They tell a story of a boatman who, it was said, lived by these disasters, once going off to an unlucky vessel, fairly caught among the coral reefs, like a fly in a cobweb, not far from the North Rock. The wrecker, as he was called, having boarded the bewildered ship, said to the master,

"What will you give me, now, to get you out of this place?"

"Oh, any thing you like—name your sum."

"Five hundred dollars?"

"Agreed! agreed!" cried the other. Upon which this treacherous pilot kept his promise truly to the ear, but broke it to the hope, by taking the vessel out of an abominably bad place, only to fix her in one a great deal more intricate and perilous.

"Now," said the wrecker to the perplexed and doubly-cheated stranger, "there never was a vessel in this scrape, that was known to get out again; and, indeed, there is but one man alive who knows the passage, or could, by any possibility, extricate you—and that's me!"

"I suppose," drily remarked the captain, "that for a consideration, you would be the man to do me that good service. What say you to another five hundred dollars to put me into clear water, beyond your infernal reefs?"

This hard bargain was soon made; and a winding passage, unseen before, being found, just wide enough, and barely deep enough, for the vessel to pass through, with only six inches to spare under her keel, in half an hour she was once more in blue water, out of soundings, and out of danger.

"Now, master rascallion of a wrecker," cried the disentangled mariner, "tit for tat is fair play all the world over; and, unless you hand me back again my thousand dollars, I'll cut the tow rope of your thievish looking boat, and then, instead of returning evil for evil, as I ought by rights to do, I'll be more of a christian, and do you a very great service, by carrying you away from one of the most infamous places in the world, to the finest country imaginable—I mean America. And as you seem to have a certain touch of black blood in your veins, I may chance to get good interest for my loan of these thousand dollars, by selling you as a slave in the Charleston negro market! What say you, my gay Mudian?"

LOSS OF THE TRANSPORT HARPOONER.

The hired transport Harpooner, was lost near Newfoundland, in November, 1818; she had on board three hundred and eighty five men, women, and children, including the ship's company. The passengers consisted of detachments of several regiments, with their families, who were on their way to Quebec. On Saturday evening, November 10th, a few minutes after nine o'clock, the second mate on watch called out, "the ship's aground;" at which she slightly struck on the outermost rock of St. Shotts, in the Island of Newfoundland. She beat over, and proceeding a short distance, she struck again, and filled; encircled among rocks, the wind blowing strong, the night dark, and a very heavy sea rolling, she soon fell over on her larboard beam end; and, to heighten the terror and alarm, a lighted candle communicated fire to some spirits in the master's cabin, which, in the confusion, was with difficulty extinguished.

The ship still driving over the rocks, her masts were cut away, by which some men were carried overboard. The vessel drifted over, near the high rocks, towards the main. In this

situation, every one became terrified: the suddenness of the sea rushing in, carried away the births and stauncheons between decks, when men, women, and children, were drowned, and many were killed by the force with which they were driven against the loose baggage, casks, and staves, which floated below. All that possibly could, got upon deck, but from the crowd and confusion that prevailed, the orders of the officers and masters to the soldiers and seamen were unavailing; death staring every one in the face; the ship striking on the rocks, as though she would instantly upset. The shrieking and pressing of the people to the starboard side was so violent, that several were much hurt. About eleven o'clock, the boats on the deck were washed overboard by a heavy sea: but even from the commencement of the disaster, the hopes of any individual being saved were but very small.

From this time, until four o'clock the next morning, all on the wreck were anxiously praying for the light to break upon them. The boat from the stern was in the meanwhile lowered down, when the first mate and four seamen, at the risk of their lives, pushed off to the shore. They with difficulty effected a landing upon the main land, behind a high rock, nearest to where the stern of the vessel had been driven. The log-line was thrown from the wreck, with a hope that they might lay hold of it; but darkness, and the tremendous surf that beat, rendered it impracticable. During this awful time of suspense, the possibility of sending a line to them by a dog occurred to the master: the animal was brought aft, and thrown into the sea with a line tied round his middle, and with it he swam towards the rock upon which the mate and seamen were standing. It is impossible to describe the sensations which were excited at seeing this faithful dog struggling with the waves; and on reaching the summit of the rock repeatedly dashed back again by the surf into the sea; until at length, by unceasing exertions, he effected a landing. One end of the line being on board, a stronger rope was hauled and fastened to the rock.

At about six o'clock in the morning of the 11th, the first person was landed by this means; and afterwards, by an improvement in rigging the rope, and placing each individual in slings, they were with greater facility extricated from the wreck; but during this passage, it was with the utmost difficulty that the unfortunate sufferers could maintain their hold, as the sea beat over them and some were dragged to the shore in a state of insensibility. Lieut. Wilson was lost, being unable to hold on the

rope with his hands; he was twice struck by the sea, fell backwards out of the slings, and after swimming for a considerable time amongst the floating wreck, by which he was struck on the head, he perished. Many who threw themselves overboard, trusting for their safety to swimming, were lost; they were dashed to pieces by the surf on the rocks, or by the floating pieces of the wreck.

The rope at length, by constant working, and by swinging across the sharp rock, was cut in two; and there being no means of replacing it, the spectacle became more than ever terrific; the sea beating over the wreck with great violence, washed numbers overboard; and at last the wreck, breaking up at the stern from midships and forecastle, precipitated all that remained into one common destruction.

The parting of the ship was noticed by those on shore, and signified with the most dreadful cry of "Go Forward!"—It is difficult to paint the horror of the scene;—children clinging to their parents for help; parents themselves struggling with death, and stretching out their feeble arms to save their children, dying within their grasp.

The total number of persons lost was two hundred and eight, and one hundred and seventy-seven were saved.

Lieut. Mylrea, of the 4th Veteran Battalion, one of the oldest subalterns in the service, and then upwards of seventy years of age, was the last person who quitted the wreck; when he had seen every other person either safe, or beyond the power of assistance, he threw himself on to a rock, from which he was afterwards rescued.

Among the severest sufferers, was the daughter of Surgeon Armstrong, who lost on this fatal night her father, mother, brother, and two sisters.

The rock which the survivors were landed upon, was about one hundred feet above the water surrounded at the flowing of the tide. On the top of this rock they were obliged to remain during the whole of the night, without shelter, food, or nourishment, exposed to wind and rain, and many without shoes. The only comfort that presented itself was a fire, which was made from pieces of the wreck that had been washed ashore.

At daylight on the morning of the 12th, at low water, their removal to the opposite land was effected, some being let down by a rope, others slipping down a ladder to the bottom. After they crossed over, they directed their course to a house or fisherman's shed, distant a mile and a half from the wreck,

where they remained until the next day; the proprietor of this miserable shed not having the means of supplying relief to so considerable a number as took refuge, a party went over land to Trepassy, about fourteen miles distant, through a marshy country, not inhabited by any human creature. This party arrived at Trepassy, and reported the event to Messrs. Jackson, Burke, Sims, and the Rev. Mr. Brown, who immediately took measures for alleviating the distressed, by despatching men with provisions and spirits, and to assist in bringing all those forward to Trepassy who could walk.

On the 13th, in the evening, the major part of the survivors (assisted by the inhabitants, who, during the journey carried the weak and feeble upon their backs) arrived at Trepassy where they were billeted, by order of the magistrate, proportionably upon each house.

There still remained at St. Shotts, the wife of a serjeant of the Veteran Battalion; with a child, of which she was delivered on the top of the rocks shortly after she was saved. A private, whose leg was broken, and a woman severely bruised by the wreck, were also necessarily left there.

Immediately after the arrival at Trepassy, measures were adopted for the comfort and refreshment of the detachments, and boats were provided for their removal to St. John's where they ultimately arrived in safety.

A TALE OF THE SEA.

It was a bright moonlight evening, and so warm that our men lay about the deck and in groups with hardly any covering; I think I never saw so perfectly clear and brilliant a night. Some of the officers were reading, and with ease, by the light of the moon, and the ocean as far as the sight could sketch was a glittering mirror without a single ruffle or wave; we lay like a log on the water, with all sails set, but not a breath of air to move them. The crew were collected in small parties about the forecastle and main deck listening to the long yarns of some gray-headed seaman, about the "Flying Dutchman" of the "Black River of Gatand," while now and then some favorite sea song was bawled forth from the laughing crowd. The officers were walking about the quarter deck smoking and conversing, and occasionally extending their walk so far as to listen to the stories of the forecastle. This was my first voyage on the "wide, wide sea," and as I was the youngest of the mids I found particular favor with several of the oldest seamen, with whom by-the-by I liked to associate better than with my brother middys—I always loved to listen to their tales of murder and battles, and would sit for hours on the coils of rope, and hear old "Jack Transom" our second mate, an old man of sixty years relate his adventures and "hairbreadth escapes." We had left Port Royal on the south side of Jamaica the day before on our way to the mouth of the Amazon, and were at the time of this writing passing between the small island of Monts-Errat and Guadaloupe: in the distance you could see the white moon beams playing on the fort and beach, and glistening on the low roofs and white walls of the little capital of Guadaloupe. I was standing on the capstan with a small night glass in my hand, looking at the opposite shore with its long low beach with here and there a small slave hut, or mound of loose stones piled up as a covering over the grave of some drowned sailor whose body had been washed on shore. I dropped my glass and was getting down from my station when Jack Transom stepped up and asked for a squint, I handed the glass to him and after looking through it a moment he handed it back saying, "Ay,

ay, there it stands with its creaking chains and dry bones rattling in the still air as if a ten knot breeze was ripping over it." "What 's that ?" said I, eagerly catching the glass and pointing it where 'old starboard,' as he was familiarly called, directed me. It was some time before I saw what he meant. When I did, I was at no loss for his abrupt speech. A little north of the town on the white beach, stood a tall gibbet with its chains, and even as old Jack said, its white bones, for I plainly saw them even at that distance glimmering in the rays of the bright moon, and I almost fancied I heard them rattling and shaking against each other, although as I said before, there was not a breath of air, not enough to move a feather; I shuddered at the sight, for I was young and easily affected by any thing terrible or gloomy—we all knew that 'old starboard' was on one of his 'long yarn tacks,' and in a short time a group was formed around the old fellow, as anxious as the crowds of coffee drinkers in the saloons of Constantinople to listen to the wonderful adventures of the Caliph Haroun Alraschid or Sindbad the Sailor. "It 's now forty years ago or thereabout," began 'old starboard,' stuffing a huge quid of the true Virginia into his left cheek, "since I first laid eyes on that same death telling gallows. I was then a mere foremast-man and perhaps rather green, seeing as how that was my first tack this way, and only the third time I had ever smelt salt water. It was a dark stormy night with a strong northwester blowing at the rate of ten knots an hour, and we were beating across this very channel under a heavy press with the hopes of clearing the shoals before morning; all hands were on deck clearing off and taking in some of our light canvass, for the gale kept on increasing and our main-mast creaked heavily with its load. When the watch ahead bawled out, helm-a-lee! sail a head! but before the words were scarcely out of his mouth we were upon the vessel; we struck her about mid ship, carrying away our bowsprit and dashing in the forecastle sails and knuckle timbers as if they had been glass; but it fared worse with the vessel we met; she was small, being about seven feet in the water, whereas we drew nearer fifteen—we passed slick over her as if she had been a mere boy's plaything. You may be sure there was no standing still, every thing was hauled up and we were before the wind in less than half a shake, the boats were lowered although there was such a sea running that it was almost impossible to live in a small boat—logs of wood and hen coops, were thrown overboard so that if any were alive they might save themselves—

our first mate was standing on the quarter listening, when he declared that he heard a shout—we listened and then it came again and again, but fainter every time—at length our captain ordered a boat out, with directions to put in to the shore, and come off in the morning, as we should lay too. That night there was not an eye closed in the ship. We were all waiting for the morning, for many thought it sheer madness in our captain to send off a boat in such a sea, and so dark a night, and prophesied that she would be swamped in less than ten minutes. Though no one said so to the captain, for he was in one of his gloomy moods, and walked the deck nearly the whole night without opening his mouth. We stood off and on till morning, and by this time the wind had lulled considerably, and we had a moderate breeze—as soon as it was light we bore down to the little bay you see off yonder to the north-east, and having anchored, sent off a boat to the shore ; I was in her, and I shall never forget my joy when I first saw our men standing on the beach and hallooing to us—we were soon among them and asking questions enough to sink a lighter. After leaving the ship they steered as near as they could tell, to where the cries came from ; after running about ten minutes, they could hear them plainer, and at last got so near as to speak to the person—it was a man who was clinging to a large board, and was nearly exhausted—after a time they got him in, and finally reached the shore—the poor fellow was nearly gone, and could not speak a word, so they took him to a house, and after awhile by rolling and warming him, brought him to—it so happened that the house belonged to the governor or whatever they call him—and as soon as he clapt his eyes on the man he knew him, and had him taken to prison—and it turned out that after all our trouble we had only saved the poor wretch from being drowned that he might be hung—for as it was proved by many who knew him, having seen the fellow before, and by pieces of the wreck which floated ashore, that he was nothing better than a real pirate, (whose murders were so numerous they could'nt be counted) he had been taken twice before, but had escaped each time—the governor, to be sure of him now, ordered the execution to take place that day ;—we had leave to stay on shore and see it—he looked pale and half dead when they brought him out, and for the soul of me I could'nt help pitying him, he stept so firm, and went so willingly to meet his death—he was led out to the gallows between two files of soldiers, our parson talked to him all the way, but he paid no attention and seemed to be think-

ing of something else. Mayhap the fine vessel he had lost, and all that—we saw the poor fellow swung off, and then went back to our ship, but here was no laughing or joking that day nor the next either—for we all felt as if we had some hand in it, and wished the poor devil had been food for the fishes, rather than to have fallen a prey to land-sharks. The body was taken down and then hung up in chains, and on our homeward voyage we saw them there rattling in the sea breeze and bleaching in the sun. I have passed here often, but I have never forgotten to look for the gallows and the Pirate's remains, and I shall never forget that night while I live." All hands a hoy! shouted the boatswain, and in a moment I was left alone. Before I went to my berth I took one more look at the dreaded object, and determined if ever I found leisure to commit the story to paper

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LOSS OF THE LADY OF THE LAKE.

The Ship Lady of the Lake, sailed from Belfast, on the 8th of April 1833, bound to Quebec, with 230 passengers.—The following particulars were furnished by Capt. Grant.

On the 11th May in lat. 46. 50, N. and lon. 47. 10, W. at 5, A. M. steering per compass W. S. W. with a strong wind at N. N. E. we fell in with several pieces of ice; at 8, A. M. the ice getting closer, I judged it prudent to haul the ship out to the eastward under easy sail to avoid it; while endeavouring to pass between two large pieces, a tongue under water in the lee ice struck our starboard bow and stove it entirely in We immediately wore the ship round, expecting to get the leak out of the water, but did not succeed; the ship now filling fast, the mate, with seven or eight of the crew, got into the stern boat—after getting bread, beer, compass, &c &c we pulled

away to the northwest—the scene that then took place is beyond description; after getting the long boat out, the passengers crowded into her with such mad desperation, that she was twice upset alongside, drowning about 80 of them. I now attempted to save my own life and succeeded in getting the boat clear of the ship half full of water, with 33 souls in her without oars, sails, or a mouthful of provisions. The last time I saw the brig, (the ice coming between her and us) she was sunk up to the tops, and about 30 of the passengers in the main-top-mast rigging. We then tried to pull after the other boat, with the bottom boards and thufts, but got beset with the ice. We now expected a worse fate than those who were in the vessel, viz. to perish with cold and hunger. The next morning the wind changed to the westward and we got clear of most of the ice. We then pulled to the eastward, in the faint hope of some vessel picking us up, and at noon saw a brig lying to under her two topsails—at four got on board of her, and found the crew just leaving her, the brig in the same state as our own, sinking. We, however, got some provisions out of her, and there being a boat lying on her decks, I got part of the passengers out of our own boat into it. In the course of the night it came on to blow from the south-west and the other boat foundered. All that now remained alive, to the best of my belief or knowledge, out of a crew and passengers of 280, is myself, one seaman, two boys, nine male passengers and two female, fifteen in all. At noon on the 14th, we fell in with the master and mate of the brig Harvest Home, of Newcastle, the vessel we had previously been on board of; and on the evening of the same day both got on board of a loaded brig bound to St. Johns, Newfoundland, after we had been 75 hours in an open boat, half dressed, wet and frost bitten; next morning, I, with the remainder of the crew and passengers, left the brig and was kindly received on board the ship Amazon, of Hull, bound to Quebec, where we arrived in safety.

END OF THE FIRST VOLUME.

DEPARTURE OF THE FRENCH FRIGATE MEDUSA

THE

BOOK OF THE OCEAN,

AND

LIFE ON THE SEA:

CONTAINING

THRILLING NARRATIVES AND ADVENTURES OF OCEAN LIFE IN ALL COUNTRIES, FROM THE EARLIEST PERIOD TO THE PRESENT TIME.

WITH SIXTY ILLUSTRATIONS.

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CONTENTS

	Page
Adventures of Capt. Woodward and Five Seamen in the island of Celebes,	7
An Occurrence at sea,	14
Loss of H. B. M. ship Phœnix, off Cuba,	16
An account of the Whale Fishery, with anecdotes of the dangers attending it,	30
Loss of the Brig Tyrrel,	49
Loss of the Peggy,	58
Loss of H. B. M. ship Litchfield,	64
Wreck of the Rothsay Castle Steamer,	74
Loss of the French ship Droits de L'Homme,	78
Loss of H. B. M. ship Queen Charlotte,	82
A Scene on the Atlantic Ocean,	84
Wreck of the French Frigate Medusa, on the Arguin Bank,	87
Loss of the Royal George,	146
Loss of the Æneas, transport,	148
The Absent Ship,	152
Loss of the Halsewell, East Indiaman,	155
An account of Four Russians, abandoned on the Island of East Spitzbergen,	166
Loss of the Amphitrite, Female Convict Ship,	173
The Mutineers, a Tale of the Sea,	176
Fate of Seven Sailors, left on the island of St. Maurice,	182
Seamen wintering in Spitzbergen	185
A Man Overboard	190
An Escape through the Cabin Windows,	192
Tom Cringle's Log,	197
Loss of the Nautilus, Sloop of War,	201
Wreck of a Slave Ship,	212
The Wrecked Seamen,	213
Adventures of Philip Ashton,	219
Explosion of H. B. M. ship Amphion,	239

Page
Loss of H. B. M ship La Tribune, - - - - - 245
Burning of the Prince, a French East Indiaman, - - - 250
Wreck of the Schooner Betsy, - - - - - - 259
Early American Heroism, - - - - - - - 262
Fingal's Cave, - - - - - - - - - 264
Loss of H. B. M. ship Ramillies, - - - - - - 267
Preservation of Nine Seamen, - - - - - - 276
Capt. Ross's Expedition, - - - - - - - 281
Loss of the Catharine, Venus, and Piedmont, transports, and three Merchant Ships, - - - 288
Wreck of the Ship Sydney, - - - - - - 298
Loss of the Duke William, transport, - - - - - 303
Commodore Barney, - - - - - - - 320
Naval Battles of the United States, - - - - 324
Address to the Ocean, - - - - - 336

THE

BOOK OF THE OCEAN.

ADVENTURES OF CAPTAIN WOODWARD AND FIVE SEAMEN IN THE ISLAND OF CELEBES.

In the year 1791, Woodward sailed from Boston in the ship Robert Morris, Captain Hay, for the East Indies. On his arrival there he was employed in making country voyages until the 20th of January, when he sailed as chief-mate in an American ship from Batavia bound to Manilla.

In passing through the straits of Macassar, they found the wind and current both against them, and after beating up for six weeks they fell short of provision. Captain Woodward and five seamen were sent to purchase some from a vessel about four leagues distant. They were without water, provisions, or compass,—having on board only an axe, a boat hook, two penknives, a useless gun and forty dollars in cash.

They reached the ship at sunset, and were told by the captain that he had no provision to spare as he was bound to China and was victualled for only one month. He advised them to stay until morning, which they did. But when morning dawned, their own ship was out of sight even from the mast head, and with a fair wind for her to go through the straits of Macassar. Being treated coolly by the captain, they agreed with one voice to leave the ship in search of their own. On leaving the vessel, the captain gave them twelve musket cartridges and a round bottle of brandy, but neither water nor provision of any sort.

They rowed till twelve o'clock at night, in hopes of seeing their own vessel, and then drawing near an island they thought it prudent to go there to get some fresh water.—They landed and made a large fire in hopes their ship might see it. But not being able to see any thing of her in the morning and finding no water or provisions on the island, they continued their course in the middle of the straits six days longer, without going on shore or tasting of any thing but brandy. They soon had the shore of Celebes in sight, where they determined to go in search of provisions and then to proceed to Macassar.

As they approached the shore they saw two proas full of natives, who immediately put themselves in a posture of defence. The sailors made signs to them that they wanted provisions, but instead of giving it the Malays began to brandish their cresses or steel daggers. Three of the men jumped on board a proa to beg some Indian corn, and got three or four small ears. The chief seemed quite friendly and agreed to sell captain Woodward two cocoa nuts for a dollar, but as soon as he had received the money, he immediately began to strip him in search of more. Captain Woodward defended himself with a hatchet and ordered the boat to be shoved off, the chief levelled a musket at him, but fortunately it missed him.

They then stood off, went round a point of land and landed out of sight of the proas, when they found a plenty of cocoa nut trees. Captain Woodward while engaged in cutting them down, heard the man whom he had left to take care of the boat, scream out in a most bitter manner. He ran immediately to the beach where he saw his own boat off at some distance full of Malays. and the poor fellow who guarded it lying on his back with his throat cut, and his body stabbed in several places.

They now fled immediately to the mountains, and finding that they had lost their boat, money, and most of their clothes, they concluded that their only chance of escape was to get to Macassar by land. Being afraid to travel in the day time they set out in the evening, taking a star for their guide bearing south. But they soon lost sight of the star and at day light found themselves within a few rods of the place, where they had set out. They had travelled on the side of a mountain, and had gone quite round it instead of going straight over it. They started again and travelled by the sea shore

six nights successively, living on berries and water found in the hollows of trees.

On the sixth they arrived at a bay where they saw a party of the Malays fishing. Here Captain Woodward found some yellowish berries which were to him quite palatable, but his men not liking them eat some of the leaves. On the next day they concluded to make a raft and go to the small island on which they first landed, thinking that they might be taken off from it by some ship passing that way. But they were obliged to abandon this project, for in the evening the men who had eaten the leaves, were attacked with violent pains and were crying out in torture during the whole night.—Although they got better towards evening yet they were so weak and dejected that Captain Woodward was convinced that they could not reach the island and asked them if they were willing to surrender themselves to the Malays. On reflection they all thought this the best course which they could take; and forthwith proceeded to the bay where they had seen the Malays in the morning, in order at once either to find friends or to meet their fate. At first they saw no one, but Captain Woodward soon saw three of the natives approaching him; and ordering his men to keep quiet, he advanced alone until he had come within a short distance of them, where they stopped and drew out their cresses or knives.—Captain Woodward fell on his knees and begged for mercy. The Malays looked at him for about ten minutes with their knives drawn, when one of them came towards him, knelt in the same manner and offered both his hands. More natives now came up and stripped them of their hats and handkerchiefs and even the buttons on their jackets, which they took for money.

They were now taken to Travalla and carried to the court-house or judgment hall, accompanied by a great concourse of people, including women and children who made a circle at some distance from them. The chief soon entered, looking as wild as a madman, carrying in his hand a large drawn cress or knife, the blade of which was two feet and half long and very bright. Captain Woodward approached so near to him as to place the foot of the chief on his own head, as a token that he was completely under his power and direction. The chief after holding a short consultation, returned to his house and brought out five pieces of betel nut, which he gave to the sailors as a token of friendship.

They were now permitted to rest until about eight o'clock when they were carried to the Rajah's house, where they found a supper provided for them of sago-bread and peas, but in all hardly enough for one man. Their allowance afterwards was for each man a cocoa nut and an ear of Indian corn at noon, and the same at night. In this manner they lived about twenty days, but were not allowed to go out except to the water to bathe. The natives soon began to relax their vigilance over them, and in about four months, they were conveyed to the head Rajah of Parlow. They had not been there long when the head Rajah sent to a Dutch port called Priggia, which is at the head of a deep bay on the east side of the island and which is under the care of a commandant who was a Frenchman, and had been thirty years in the Dutch service. He arrived at Parlow and sent for Capt. Woodward. He wished him to go with him to Priggia where he resided, but Captain Woodward refused, being apprehensive that he should be forced into the Dutch service. The commandant then enquired where he intended to go. He answered to Batavia or Macassar and thence to Bengal. He did not offer Captain Woodward or his people either money, assistance, or clothes, but seemed quite affronted.

The Rajah now gave him the liberty of returning to Travalla, taking care, however, to send him in the night for fear that he should get sight of Dungally, where there lived a Mahomedan priest called Juan Hadgee. This priest had been at Travalla, and offered a ransom for Captain Woodward and his men, but the natives were unwilling to take it, and were fearful that their captives would try to escape to the town where the priest lived. It happened however, that they were becalmed off Dungally, so that Captain Woodward could observe its situation. On arriving at Travalla, he attempted to escape alone by water, but the canoe being leaky, he came very near losing his life. But not discouraged, he started immediately for Dungally by land, and reached it just as the day dawned.

Juan Hadgee received him kindly and provided him with food and clothing. In the course of three days the chief of Travalla learning that he had gone to Dungally, sent after him, but the old priest and the Rajah of Dungally refused to let him go. They told him that in the course of three months they would convey him to Batavia or Macassar, and also desired him to send for the four men he had left at Travalla.—This he did by means of a letter which he wrote with a pen

of bamboo, and sent by the captain of a proa, who delivered it secretly. The men made their escape from Parlow at the time of a feast, early in the evening, and arrived at Dungally at twelve o'clock the next day. They were received with great rejoicing by the natives, who immediately brought them plenty of victuals. And this fortunate circumstance revived their hopes of reaching some European settlement, after many narrow escapes and difficulties.

Juan Hadgee now informed Capt. Woodward that he should set off in about two months, but that he must first make a short voyage for provisions, which he did, leaving Captain Woodward in his house with his wife and two servants.

They soon began to suffer exceedingly for the want of provisions, so that the natives were obliged to convey them up the country, there to be supplied by some of the same tribe, who regularly went from the village into the country at a certain season to cultivate rice and Indian corn. But the Rajah of Parlow making war on the Rajah of Dungally, because the latter would not deliver them up, they were soon brought back to Dungally. There was but one engagement, and then the men of Parlow were beaten and driven back to their own town.

Provisions again growing scarce, Juan Hadgee was bound for another port called Sawyah, situated about two degrees north of the line. He gave Captain Woodward permission to accompany him, provided the Rajah was willing, but the latter refused, saying that he must stay there and keep guard Captain Woodward now mustered his men, and taking their guns they went to the house of the Rajah and told him they would stand guard no longer for they wished to go to Macassar. He immediately replied that they should not. Being determined not to live longer in this manner, and finding no other means of escaping, Captain Woodward came to the resolution of stealing a canoe, to which all the men agreed. They were lucky enough to obtain one and seemed in a fair way to make their escape, but just as they were getting into it they were surrounded by about twenty natives and carried before the Rajah, who ordered them to account for their conduct. They told him that they could get nothing to eat, and were determined to quit the place on the first opportunity that offered. Nothing of consequence resulted from this.—— Knowing the language and people they had now become fearless of danger.

The Rajah refusing to let them go with Juan Hadgee they determined to run away with him, which they were enabled to do, as the old man set out at twelve o'clock at night, and there happened luckily to be a canoe on the beach near his own.—This they took and followed him as well as they could, but they soon parted from him, and in the morning discovered a proa close by them filled with Malays. They told them that they were bound with the old man to Sawyah. The Malays took them at their word and carried them there instead of to Dungally, which was a lucky escape to them for that time.—Whilst residing at Sawyah the old priest carried Captain Woodward to an island in the bay of Sawyah, which he granted to him, and in compliment called it Steersman's Island; steersman being the appellation by which Captain Woodward was distinguished by the natives. After staying some time in Sawyah and making sago, which they bartered for fish and cocoa-nuts, they left the place and proceeded to Dumpolis, a little to the southward of Sawyah. Juan Hadgee soon left the place for Tomboo about a day's sail south, where he had business. Here Captain Woodward and his men also followed him. The old priest was willing to assist them to escape from here, but was evidently unable to do it. Tomboo being under the direction of the Rajah of Dungally.

Fortunately they succeeded in stealing a canoe in the night, and once more shoving off, they directed their course to a small island in the bay, where they landed at daybreak. Not being able to find water here as they expected, they landed at another point of land, which they knew to be uninhabited.—Having obtained water and repaired their canoe, they directed their course to Macassar, which was then about five degrees to the southward. After coasting along the island for the space of eight days, during which time they were twice very nearly taken by the Malays, they arrived at a part of the island of Celebes, which was very thickly inhabited.

They passed many towns and saw many proas within the harbors. Having observed a retired place, they landed to procure some fresh water, but they had hardly got a draught each, when two canoes were seen coming to the very place where they were. They immediately shoved off and kept on their course all day. Just as the sun went down they discovered two canoes not far from them fishing. As soon as the natives saw them they made the best of their way to the shore. Captain Woodward wished to inquire the distance to Macassar, but not being able to stop them he made for one of two

canoes which he saw at a distance lying at anchor. Being told that the captain was below and asleep he went down and awakened him. He came on deck with three or four men all armed with spears, and inquired where they were going. Captain Woodward told him to Macassar and inquired of him the distance to that place. He answered that it would take a month and a day to reach it. Captain Woodward told him it was not true and made the best of his way off. The Malays however made chase, but Captain Woodward and his men by putting out to sea and making great exertion, soon lost sight of them and were able again to stand in towards the land.

At daylight they discovered a number of fishing canoes, two of which made towards them. They let them come alongside as there was only one man in each. One of them came on board and Captain Woodward put the same question to him respecting Macassar. He first said it would take thirty days to reach there and asked them to go on shore and see the Rajah. But they declined doing this, and he afterwards acknowleged that a proa could go there in two days.

They then left the canoe and sailed along the coast. At evening they perceived a proa full of Malay men set off from the shore. It was soon along side, and four of them jumping into the boat nearly upset her, and thus Captain Woodward and his men were again prisoners of the Malays. They were carried to a town called Pamboon and then conducted to the Rajah's house. The Rajah demanded of them whence they came and whither they were going. Captain Woodward answered the same as before; he also told him that they must go immediately, and must not be stopped. They had now become so familiar with dangers and with captures, and were also so much nearer Macassar, than they could have expected after so many narrow escapes, that they became more and more desperate and confident, from the persuasion that they should at last reach their destined port.

In the morning Captain Woodward again waited on the Rajah, and begged to be sent to Macassar; telling him that the Governor had sent for them, who would stop all his proas at Macassar if he detained them. After thinking on it a short time, he called the captain of a proa, and delivered the prisoners to him, telling him to carry them to Macassar, and if he could get any thing for them to take it, but if not to let them go. The proa not being ready they stayed in the canoe three days, quite overcome by their many hardships and fatigues. Captain Woodward having had no shirt, the sun had

burnt his shoulder so as to lay it quite bare and produce a bad sore. Here he caught cold, and was attacked with a violent fever, so that by the time the proa was ready to sail he was unable to stand. He was carried and laid on the deck without a mat or any kind of clothing. The cold nights and frequent showers of rain would without doubt have killed him, had he not been kept alive by the hopes of reaching Macassar, the thoughts of which kept up all their spirits.

They landed at Macassar on the 15th of June 1795, after a voyage of about nineteen days from Tomboo, and after having been two years and five months in captivity; the reckoning which Captain Woodward kept during that time, being wrong only one day.

AN OCCURRENCE AT SEA.

In June, 1824, I embarked at Liverpool on board the Vibelia transport with the head-quarters of my regiment, which was proceeding to Halifax, Nova Scotia. Our passage across the Atlantic was smooth, though long and tedious. After passing over the great bank of Newfoundland, catching large quantities of codfish and halibut, and encountering the usual fogs, we were one morning, about the end of July, completely becalmed. All who have performed a voyage, know the feeling of listlessness to which a landsman abandons himself during a calm. The morning was slowly passed in looking for appearances of a breeze—whistling for a wind, and the other idle pursuits usual on such occasions. Towards noon, a sailor from aloft pointed out to our observation a vessel at a distance, also, of course, becalmed. All eyes and glasses were immediately directed towards her, but she was too far off for the most experienced to determine whether she was English or foreign, man-of-war or merchantman. After a time it occurred to me, that it was a favorable opportunity for breaking in upon the monotony of the day. My influence with our captain

obtained permission for the small cutter to be lowered, but he would not allow a single seaman to leave the ship. I therefore became coxswain of the boat, and, accompanied by four of my brother officers as rowers, we pushed off, determined to pay a visit to the strange sail. To our landsmen's eyes and judgment, she had appeared to be about four miles from us, but we found ourselves very much out in our calculation—it was more than double that distance. The rowers, however, pulled on bravely—we neared the stranger, making her out to be a large American merchantman, and as he was approached, we observed a number of persons on deck reconnoitring us through glasses. At length we were alongside, and I passed on board, followed by three of my companions, one remaining in charge of the boat. On reaching the deck, we found it crowded with men, who seemed to regard us with wondering looks. I stepped forward and was received by the Captain, who acquainted me that his vessel was the American ship Cadmus, on her passage from Havre-de-grace to New York, with General the Marquis de Lafayette and suite as passengers. A noble, venerable looking veteran advanced from the poop towards us, and offered his greetings with the courtsey of the old French school. He was Lafayette. My explanation of who we were, and the motive of our visit, appeared to excite his surprise. That five officers of the land service, unaccompanied by a single sailor, should leave their vessel on the open ocean, and from mere curiosity, visit a strange sail at such a distance, was, he declared, most extraordinary. He said they had observed our ship early in the morning—had been occupied (like ourselves) in vain endeavors to make us out—had remarked an object, a mere speck upon the sea, leave the vessel and move towards them, and when at length it was made out to be a boat, the probable cause of such a circumstance had given rise to many surmises. I told him in mitigation of what he deemed our rashness, that we were, as a nation, so essentially maritime, that every man in England was more or less a sailor. At all events, I ventured to add if we had encountered some little risk, we had been amply repaid in seeing a man so celebrated, and of whom we had all heard and read. Our comrade being relieved by an American sailor in the care of the boat, we accepted the General's offer of refreshment, proceeded to the cabin, and passed a most agreeable hour. The fast approach of evening and appearances of a breeze springing up induced us to take leave. We separated from the old chief, not as the acquaintance of an hour,

but with all the warmth—the grasp and pressure of hand—of old friends. As I parted from him at the gangway, he mentioned having caused a case of claret to be lowered into our boat, which he begged us to present to our Colonel and the other officers of our mess. We pulled cheerily back, but it was not until long after dark that we reached the 'Vibelia,' and which we perhaps could not have accomplished, but for their having exhibited blue lights every few minutes to point out her position. We found our comrades had been in great alarm for our safety. Various had been the surmises. That we had boarded a pirate, and been sacrificed, or made prisoners, was most prevalent, and a breeze was anxiously prayed for, that they might bear down, and release or revenge us. Half an hour after we returned to our ship, a light wind sprang up, which very shortly freshened into a gale, so that in the morning we had completely lost sight of the 'Cadmus.'

ACCOUNT OF THE LOSS OF HIS MAJESTY'S SHIP PHŒNIX.

The Phœnix of 44 guns, Capt. Sir Hyde Parker was lost in a hurricane, off Cuba, in the West Indies, in the year 1780. The same hurricane destroyed the Thunderer, 74, Stirling Castle, 64; La Blanche, 42; Laurel, 28; Andromeda, 28; Deas Castle, ; Scarborough, 20; Beaver's Prize, 16; Barbadoes, 14; Cameleon, 14; Endeavour, 14; and Victor, 10 guns. Lieut. Archer was first-lieutenant of the Phœnix at the time she was lost. His narrative in a letter to his mother, contains a most correct and animated account of one of the most awful events in the service. It is so simple and natural as to make the reader feel himself as on board the

Phœnix. Every circumstance is detailed with feeling, and powerful appeals are continually made to the heart. It must likewise afford considerable pleasure to observe the devout spirit of a seaman frequently bursting forth, and imparting sublimity to the relation.

At Sea, June 30, 1781.

My dear Mother,

I am now going to give you an account of our last cruise in the Phœnix ; and must premise, that should any one see it besides yourself, they must put this construction on it—that it was originally intended for the eyes of a mother, and a mother only—as, upon that supposition, my feelings may be tolerated. You will also meet with a number of sea-terms, which, if you don't understand, why, I cannot help you, as I am unable to give a sea description in any other words.

To begin then :—On the 2d of August, 1780, we weighed and sailed for Port Royal, bound for Pensacola, having two store-ships under convoy, and to see safe in ; then cruise off the Havana, and in the gulf of Mexico, for six weeks. In a few days we made the two sandy islands, that look as if they had just risen out of the sea, or fallen from the sky ; inhabited, nevertheless, by upwards of three hundred English, who get their bread by catching turtle and parrots, and raising vegetables, which they exchange with ships that pass, for clothing and a few of the luxuries of life, as rum, &c.

About the 12th we arrived at Pensacola, without any thing remarkable happening except our catching a vast quantity of fish, sharks, dolphins, and bonettos. On the 13th sailed singly, and on the 14th had a very heavy gale of wind at north, right off the land, so that we soon left the sweet place, Pensacola, at a distance astern. We then looked into the Havana, saw a number of ships there, and knowing that some of them were bound round the bay, we cruised in the track : a fortnight, however, passed, and not a single ship hove in sight to cheer our spirits. We then took a turn or two round the gulf, but not near enough to be seen from the shore. Vera Cruz we expected would have made us happy, but the same luck still continued ; day followed day, and no sail. The dollar bag began to grow a little bulky, for every one had lost two or three times, and no one had won : this was a small gambling party entered into by Sir Hyde and ourselves ; every one put a dollar into a bag, and fixed on a day when we

should see a sail, but no two persons were to name the same day, and whoever guessed right first was to have the bag.

Being now tired of our situation, and glad the cruise was almost out, for we found the navigation very dangerous, owing to unaccountable currents; we shaped our course for Cape Antonio. The next day the man at the mast head, at about one o'clock in the afternoon, called out: "A sail upon the weather bow! Ha! Ha! Mr. Spaniard, I think we have you at last. Turn out all hands! make sail! All hands give chase!" There was scarcely any occasion for this order, for the sound of a sail being in sight flew like wild fire through the ship and every sail was set in an instant almost before the orders were given. A lieutenant at the mast head, with a spy glass, "What is she?" "A large ship studding athwart right before the wind. P-o-r-t! Keep her away! set the studding sails ready!" Up comes the little doctor, rubbing his hands; "Ha! ha! I have won the bag." "The devil take you and the bag; look, what's ahead will fill all our bags." Mast-head again: "Two more sail on the larboard beam!" "Archer, go up, and see what you can make of them." "Upon deck there; I see a whole fleet of twenty sail coming right before the wind." "Confound the luck of it, this is some convoy or other, but we must try if we can pick some of them out." "Haul down the studding-sails! Luff! bring her to the wind! Let us see what we can make of them.

About five we got pretty near them, and found them to be twenty-six sail of Spanish merchantmen, under convoy of three line of battle ships, one of which chased us; but when she found we were p'aying with her (for the old Phœnix had heels) she left chase, and joined the convoy; which they drew up into a lump, and placed themselves at the outside; but we still kept smelling about till after dark. O, for the Hector, the Albion, and a frigate, and we should take the whole fleet and convoy, worth some millions! About eight o'clock perceived three sail at some distance from the fleet; dashed in between them, and gave chase, and were happy to find they steered from the fleet. About twelve came up with a large ship of twenty-six guns. "Archer, every man to his quarters! run the lower deck guns out, and light the ship up; show this fellow our force; it may prevent his firing into us and killing a man or two." No sooner said than done. "Hoa, the ship ahoy, lower all your sails down, and bring to instantly, or I'll sink you." Clatter, clatter, went the blocks, and away flew all their sails in proper confusion. "What ship is that?"

'The Polly." "Whence came you?" "From Jamaica." "Where are you bound?" "To New York." "What ship is that?" "The Phœnix." Huzza, three times by the whole ship's company An old grum fellow of a sailor standing close by me: "O, d—m your three cheers, we took you to be something else." Upon examination we found it to be as he reported, and that they had fallen in with the Spanish fleet that morning, and were chased the whole day, and that nothing saved them but our stepping in between; for the Spaniards took us for three consorts, and the Polly took the Phœnix for a Spanish frigate, till we hailed them. The other vessel in company was likewise bound to New York. Thus was I, from being worth thousands in idea, reduced to the old 4s. 6d. a day again: for the little doctor made the most prize money of us all that day, by winning the bag, which contained between thirty and forty dollars; but this is nothing to what we sailors sometimes undergo.

After parting company, we steered south-south-east, to go round Antonio, and so to Jamaica, (our cruise being out) with our fingers in our mouths, and all of us as green as you please. It happened to be my middle watch, and about three o'clock, when a man upon the forecastle bawls out: "Breakers ahead, and land upon the lee-bow;" I looked out, and it was so sure enough. "Ready about! put the helm down! Helm a lee!" Sir Hyde hearing me put the ship about, jumped upon deck. "Archer what 's the matter? you are putting the ship about without my orders!" "Sir, 'tis time to go about! the ship is almost ashore, there 's the land." "Good God so it is! Will the ship stay?" "Yes, Sir, I believe she will, if we don't make any confusion; she's all aback—forward now?"—"Well," says he, "work the ship, I will not speak a single word." The ship stayed very well. "Then, heave the lead! see what water we have!" "Three fathom." "Keep the ship away, west-north-west."—"By the mark three." "This won't do, Archer." "No, sir, we had better haul more to the northward; we came south-south-east, and had better steer north-north-west." "Steady, and a quarter three." "This may do, as we deepen a little." "By the deep four." "Very well, my lad, heave quick." "Five Fathom." "That 's a fine fellow! another cast nimbly." "Quarter less eight." "That will do, come, we shall get clear by and by."—"Mark under water five." "What 's that?" "Only five fathom, Sir." "Turn all hands up, bring the ship to an anchor, boy!" "Are the anchors clear!" "In a moment, Sir." "All clear!" "What water have you in the chains

now !" "Eight, half nine." "Keep fast the anchors till I call you." "Ay, ay, Sir, all fast !" "I have no ground with this line." "How many fathoms have you out ? pass along the deep-sea line !" "Ay, ay, Sir." "Come are you all ready ?" "All ready, Sir." "Heave away, watch ! watch ! bear away, veer away, no ground Sir, with a hundred fathom." "That 's clever, come, Madam Phœnix, there is another squeak in you yet—all down but the watch; secure the anchors again ; heave the main-top-sail to the mast ; luff, and bring her to the wind !"

I told you, Madam, you should have a little sea-jargon : if you can understand half of what is already said, I wonder at it, though it is nothing to what is to come yet, when the old hurricane begins. As soon as the ship was a little to rights, and all quiet again, Sir Hyde came to me in the most friendly manner, the tears almost starting from his eyes—"Archer, we ought all, to be much obliged to you for the safety of the ship, and perhaps of ourselves. I am particularly so ; nothing but that instantaneous presence of mind and calmness saved her ; another ship's length and we should have been fast on shore ; had you been the least diffident, or made the least confusion, so as to make the ship baulk in her stays, she must have been inevitably lost." "Sir, you are very good, but I have done nothing that I suppose any body else would not have done, in the same situation. I did not turn all the hands up, knowing the watch able to work the ship ; besides, had it spread immediately about the ship, that she was almost ashore, it might have created a confusion that was better avoided." "Well," says he, " 't is well indeed."

At daylight we found that the current had set us between the Collarado rocks and Cape Antonio, and that we could not have got out any other way than we did ; there was a chance, but Providence is the best pilot. We had sunset that day twenty leagues to the south-east of our reckoning by the current.

After getting clear of this scrape, we thought ourselves fortunate, and made sail for Jamaica, but misfortune seemed to follow misfortune. The next night, my watch upon deck too, we were overtaken by a squall, like a hurricane while it lasted ; for though I saw it coming, and prepared for it, yet, when it took the ship, it roared, and laid her down so, that I thought she would never get up again. However, by keeping her away, and clewing up every thing, she righted. The remainder of the night we had very heavy squalls, and in the

morning found the mainmast sprung half the way through : one hundred and twenty-three leagues to the leeward of Jamaica, the hurricane months coming on, the head of the mainmast almost off, and at short allowance ; well, we must make the best of it. The mainmast was well fished, but we were obliged to be very tender of carrying sail.

Nothing remarkable happened for ten days afterwards, when we chased a Yankee man of war for six hours, but could not get near enough to her before it was dark, to keep sight of her ; so that we lost her because unable to carry any sail on the mainmast. In about twelve days more made the island of Jamaica, having weathered all the squalls, and put into Montego Bay for water ; so that we had a strong party for kicking up a dust on shore, having found three men of war lying there. Dancing, &c. &c. till two o'clock every morning ; little thinking what was to happen in four days' time : for out of the four men of war that were there, not one was in being at the end of that time, and not a soul alive but those left of our crew. Many of the houses, where we had been so merry, were so completely destroyed, that scarcely a vestige remained to mark where they stood. Thy works are wonderful, O God ! praised be thy holy Name !

September the 30th weighed ; bound for Port Royal, round the eastward of the island ; the Bardadoes and Victor had sailed the day before, and the Scarborough was to sail the next. Moderate weather until October the 2d. Spoke to the Barbadoes off Port Antonio in the evening. At eleven at night it began to snuffle, with a monstrous heavy appearance from the eastward. Close reefed the top-sails. Sir Hyde sent for me : "What sort of weather have we, Archer !" "It blows a little, and has a very ugly look : if in any other quarter but this, I should say we were going to have a gale of wind." "Ay, it looks so very often here when there is no wind at all ; however, don't hoist the top-sails till it clears a little, there is no trusting any country." At twelve I was relieved ; the weather had the same rough look : however, they made sail upon her, but had a very dirty night. At eight in the morning I came up again, found it blowing hard from the east-north-east, with close-reefed top-sails upon the ship, and heavy squalls at times. Sir Hyde came upon deck : "Well, Archer, what do you think of it ?" "O, Sir, 't is only a touch of the times, we shall have an observation at twelve o'clock ; the clouds are beginning to break ; it will clear up at noon, or else—blow very hard afterwards." "I

wish it would clear up, but I doubt it much. I was once in a hurricane in the East Indies, and the beginning of it had much the same appearance as this. So take in the top-sails, we have plenty of sea-room."

At twelve, the gale still increasing, wore ship, to keep as near mid-channel between Jamaica and Cuba, as possible; at one the gale increasing still; at two, harder yet, it still blows harder! Reefed the courses, and furled them; brought to under a foul mizen stay-sail, head to the northward. In the evening no sign of the weather taking off, but every appearance of the storm increasing, prepared for a proper gale of wind; secured all the sails with spare gaskets; good rolling tackles upon the yards; squared the booms; saw the boats all made fast; new lashed the guns; double breeched the lower deckers; saw that the carpenters had the tarpawlings and battens all ready for hatchways; got the top-gallant-mast down upon the deck; jib-boom and sprit-sail-yard fore and aft; in fact every thing we could think of to make a snug ship.

The poor devils of birds now began to find the uproar in the elements, for numbers, both of sea and land kinds, came on board of us. I took notice of some, which happening to be to leeward, turned to windward, like a ship, tack and tack; for they could not fly against it. When they came over the ship they dashed themselves down upon the deck, without attempting to stir till picked up, and when let go again, they would not leave the ship, but endeavoured to hide themselves from the wind.

At eight o'clock a hurricane; the sea roaring, but the wind still steady to a point; did not ship a spoonful of water. However, got the hatchways all secured, expecting what would be the consequence, should the wind shift; placed the carpenters by the mainmast, with broad axes, knowing, from experience, that at the moment you may want to cut it away to save the ship, an axe may not be found. Went to supper: bread, cheese, and porter. The purser frightened out of his wits about his bread bags; the two marine officers as white as sheets, not understanding the ship's working so much, and the noise of the lower deck guns; which, by this time, made a pretty screeching to people not used to it; it seemed as if the whole ship's side was going at each roll. Wooden, our carpenter, was all this time smoking his pipe and laughing at the doctor; the second lieutenant upon deck, and the third in his hammock.

At ten o'clock I thought to get a little sleep ; came to look into my cot ; it was full of water ; for every seam. by the straining of the ship, had began to leak. Stretched myself, therefore, upon deck between two chests, and left orders to be called, should the least thing happen. At twelve a midshipman came to me : "Mr. Archer, we are just going to wear ship, Sir !" "O, very well, I'll be up directly, what sort of weather have you got ?" "It blows a hurricane." Went upon deck, found Sir Hyde there. "It blows damned hard, Archer." "It does indeed, Sir." "I don't know that I ever remember its blowing so hard before, but the ship makes a good weather of it upon this tack as she bows the sea ; but we must wear her, as the wind has shifted to the south-east, and we were drawing right upon Cuba ; so do you go forward, and have some hands stand by ; loose the lee yard-arm of the fore-sail, and when she is right before the wind, whip the clue-garnet close up, and roll up the sail." "Sir ! there is no canvass can stand against this a moment ; if we attempt to loose him he will fly into ribands in an instant, and we may lose three or four of our people ; she'll wear by manning the fore shrouds." "No, I don't think she will." "I'll answer for it, Sir ; I have seen it tried several times on the coast of America with success." "Well, try it ; if she does not wear, we can only loose the fore-sail afterwards." This was a great condescension from such a man as Sir. Hyde. However, by sending about two hundred people into the fore-rigging, after a hard struggle, she wore ; found she did not make so good weather on this tack as on the other ; for as the sea began to run across, she had not time to rise from one sea before another lashed against her. Began to think we should lose our masts, as the ship lay very much along, by the pressure of the wind constantly upon the yards and masts alone : for the poor mizen-stay-sail had gone in shreds long before, and the sails began to fly from the yards through the gaskets into coach whips. My God ! to think that the wind could have such force !

Sir Hyde now sent me to see what was the matter between decks, as there was a good deal of noise. As soon as I was below, one of the Marine officers calls out : "Good God ! Mr. Archer, we are sinking, the water is up to the bottom of my cot." "Pooh, pooh ! as long as it is not over your mouth, you are well off ; what the devil do you make this noise for ?" I found there was some water between decks, but nothing to be alarmed at ; scuttled the deck, and let it run into the well ;

found she made a good deal of water through the sides and decks ; turned the watch below to the pumps, though only two feet of water in the well ; but expected to be kept constantly at work now, as the ship labored much, with scarcely a part of her above water but the quarter-deck, and that but seldom "Come, pump away, my boys. Carpenters, get the weather chain-pump rigged." "All ready, Sir." "Then man it and keep both pumps going."

At two o'clock the chain-pump was choked ; set the carpenters at work to clear it ; the two head pumps at work upon deck ; the ship gained on us while our chain-pumps were idle ; in a quarter of an hour they were at work again, and we began to gain upon her. While I was standing at the pumps, cheering the people, the carpenter's mate came running to me with a face as long as my arm : "O, Sir ! the ship has sprang a leak in the gunner's room." "Go, then, and tell the carpenter to come to me, but don't speak a word to any one else." Mr. Goodinoh, I am told there is a leak in the gunner's room ; go and see what is the matter, but don't alarm any body, and come and make your report privately to me." In a short time he returned : "Sir, there 's nothing there, 'tis only the water washing up between the timbers that this booby has taken for a leak." "O, very well ; go upon deck and see if you can keep any of the water from washing down below." "Sir, I have had four people constantly keeping the hatchways secure, but there is such a weight of water upon the deck that nobody can stand it when the ship rolls." The gunner soon afterwards came to me : "Mr. Archer, I should be glad if you would step this way into the magazine for a moment :" I thought some damned thing was the matter, and ran directly : "Well, what is the matter here ?" "The ground-tier of powder is spoiled, and I want to show you that it is not out of carelessness in stowing it, for no powder in the world could be better stowed. Now, Sir, what am I to do ? if you don't speak to Sir Hyde, he will be angry with me." I could not forbear smiling to see how easy he took the danger of the ship, and said to him : "Let us shake off this gale of wind first, and talk of the damaged powder afterwards."

At four we had gained upon the ship a little, and I went upon deck, it being my watch. The second lieutenant relieved me at the pumps. Who can attempt to describe the appearance of things upon deck ? If I was to write for ever I could not give you an idea of it—a total darkness all above ; the sea on fire, running as it were in Alps, or Peaks of Ten

eriffe ; (mountains are too common an idea) ; the wind roaring louder than thunder, (absolutely no flight of imagination), the whole made more terrible, if possible, by a very uncommon kind of blue lightning ; the poor ship very much pressed, yet doing what she could, shaking her sides, and groaning at every stroke. Sir Hyde upon deck lashed to windward ! I soon lashed myself alongside of him, and told him the situation of things below, saying the ship did not make more water than might be expected in such weather, and that I was only afraid of a gun breaking loose. "I am not in the least afraid of that ; I have commanded her six years, and have had many a gale of wind in her ; so that her iron work, which always gives way first, is pretty well tried. Hold fast ! that was an ugly sea ; we must lower the yards, I believe, Archer ; the ship is much pressed." "If we attempt it, Sir, we shall lose them, for a man aloft can do nothing ; besides their being down would ease the ship very little ; the mainmast is a sprung mast ; I wish it was overboard without carrying any thing else along with it ; but that can soon be done, the gale cannot last for ever ; 'twill soon be daylight now." Found by the master's watch that it was five o'clock, though but a little after four by ours ; glad it was so near daylight, and looked for it with much anxiety. Cuba, thou art much in our way ! Another ugly sea : sent a midshipman to bring news from the pumps : the ship was gaining on them very much, for they had broken one of their chains, but it was almost mended again. News from the pump again. "She still gains ! a heavy lee !" Back-water from leeward, half-way up the quarter-deck ; filled one of the cutters upon the booms, and tore her all to pieces ; the ship lying almost on her beam ends, and not attempting to right again. Word from below that the ship still gained on them, as they could not stand to the pumps, she lay so much along. I said to Sir Hyde : "This is no time, Sir, to think of saving the masts, shall we cut the mainmast away ?" "Ay ! as fast as you can." I accordingly went into the weather chains with a pole-axe, to cut away the lanyards ; the boatswain went to leeward, and the carpenters stood by the mast. We were all ready, when a very violent sea broke right on board of us, carried every thing upon deck away, filled the ship with water, the main and mizen masts went, the ship righted, but was in the last struggle of sinking under us.

As soon as we could shake our heads above water, Sir Hyde exclaimed : "We are gone, at last, Archer ! found-

ered at sea !" "Yes, Sir, farewell, and the Lord have mercy upon us !" I then turned about to look forward at the ship; and thought she was struggling to get rid of some of the water; but all in vain, she was almost full below. "Almighty God ! I thank thee, that now I am leaving this world, which I have always considered as only a passage to a better, I die with a full hope of the mercies, through the merits of Jesus Christ, thy son, our Saviour !"

I then felt sorry that I could swim, as by that means I might be a quarter of an hour longer dying than a man who could not, and it is impossible to divest ourselves of a wish to preserve life. At the end of these reflections I thought I heard the ship thump and grinding under our feet; it was so. "Sir, the ship is ashore !" "What do you say ?" "The ship is ashore, and we may save ourselves yet !" By this time the quarter-deck was full of men who had come up from below; and 'the Lord have mercy upon us,' flying about from all quarters The ship now made every body sensible that she was ashore, for every stroke threatened a total dissolution of her whole frame; found she was stern ashore, and the bow broke the sea a good deal, though it was washing clean over at every stroke. Sir Hyde cried out: "Keep to the quarter-deck, my lads, when she goes to pieces, 't is your best chance !" Providentially got the foremast cut away, that she might not pay round broad-side. Lost five men cutting away the fore-mast, by the breaking of a sea on board just as the mast went. That was nothing; every one expected it would be his own fate next; looked for daybreak with the greatest impatience. At last it came; but what a scene did it show us ! The ship upon a bed of rocks, mountains of them on one side, and Cordilleras of water on the other; our poor ship grinding and crying out at every stroke between them; going away by piecemeal. However, to show the unaccountable workings of Providence, that which often appears to be the greatest evil, proved to be the greatest good ! That unmerciful sea lifted and beat us up so high among the rocks, that at last the ship scarcely moved. She was very strong, and did not go to pieces at the first thumping, though her decks tumbled in. We found afterwards that she had beat over a ledge of rocks, almost a quarter of a mile in extent beyond us, where, if she had struck, every soul of us must have perished.

I now began to think of getting on shore, so stripped off my coat and shoes for a swim, and looked for a line to carry the end with me. Luckily could not find one, which gave me

time for recollection : " This wont do for me, to be the first man out of the ship, and first lieutenant ; we may get to England again, and people may think I paid a great deal of attention to myself und did not care for any body else. No, that wont do ; instead of being the first, I 'll see every man, sick and well, out of her before me."

I now thought there was no probability of the ship's soon going to pieces, therefore had not a thought of instant death : took a look round with a kind of philosophic eye, to see how the same situation affected my companions, and was surprised to find the most swaggering, swearing bullies in fine weather, now the most pitiful wretches on earth, when death appeared before them. However, two got safe ; by which means, with a line, we got a hawser on shore, and made fast to the rocks, upon which many ventured and arrived safe. There were some sick and wounded on board, who could not avail themselves of this method ; we, therefore, got a spare top-sail-yard from the chains and placed one end ashore and the other on the cabin window, so that most of the sick got ashore this way.

As I had determined, so I was the last man out of the ship ; this was about ten o'clock. The gale now began to break. Sir Hyde came to me, and taking me by the hand was so affected that he was scarcely able to speak " Archer, I am happy beyond expression, to see you on shore, but look at our poor Phœnix !" I turned about, but could not say a single word, being too full : my mind had been too intensely occupied before ; but every thing now rushed upon me at once, so that I could not contain myself, and I indulged for a full quarter of an hour in tears.

By twelve it was pretty moderate; got some nails on shore and made tents; found great quantities of fish driven up by the sea into the holes of the rocks; knocked up a fire, and had a most comfortable dinner. In the afternoon made a stage from the cabin-windows to the rocks, and got out some provisions and water, lest the ship should go to pieces, in which case we must all have perished of hunger and thirst; for we were upon a desolate part of the coast, and under a rocky mountain, that could not supply us with a single drop of water.

Slept comfortably this night and the next day, the idea of death vanishing by degrees, the prospect of being prisoners, during the war, at the Havana, and walking three hundred miles to it through the woods, was rather unpleasant. How-

ever, to save life for the present, we employed this day in getting more provisions and water on shore, which was not an easy matter, on account of decks, guns and rubbish, and ten feet water that lay over them. In the evening I proposed to Sir Hyde to repair the remains of the only boat left, and to venture in her to Jamaica myself; and in case I arrived safe, to bring vessels to take them all off; a proposal worthy of consideration. It was, next day, agreed to; therefore got the cutter on shore, and set the carpenters to work on her; in two days she was ready, and at four o'clock in the afternoon I embarked with four volunteers and a fortnight's provision, hoisted English colors as we put off from the shore, and received three cheers from the lads left behind, which we returned, and set sail with a light heart; having not the least doubt, that, with God's assistance, we should come and bring them all off. Had a very squally night, and a very leaky boat, so as to keep two buckets constantly bailing. Steered her myself the whole night by the stars, and in the morning saw the coast of Jamaica distant twelve leagues. At eight in the evening arrived at Montego Bay.

I must now begin to leave off, particularly as I have but half an hour to conclude; else my pretty little short letter will lose its passage, which I should not like, after being ten days, at different times, writing it, beating up with the convoy to the northward, which is a reason that this epistle will never read well; as I never set down with a proper disposition to go on with it; but as I knew something of the kind would please you, I was resolved to finish it; yet it will not bear an overhaul; so don't expose your son's nonsense.

But to proceed—I instantly sent off an express to the admiral, another to the Porcupine man of war, and went myself to Martha Bray to get vessels; for all their vessels here, as well as many of their houses, were gone to Moco. Got three small vessels, and set out back again to Cuba, where I arrived the fourth day after leaving my companions. I thought the ship's crew would have devoured me on my landing; they presently whisked me up on their shoulders and carried me to the tent where Sir Hyde was.

I must omit many little occurrences that happened on shore, for want of time; but I shall have a number of stories to tell when I get alongside of you; and the next time I visit you I shall not be in such a hurry to quit you as I was the last, for then I hoped my nest would have been pretty well feathered:—But my tale is forgotten.

I found the Porcupine had arrived that day, and the lads had built a boat almost ready for launching, that would hold fifty of them, which was intended for another trial, in case I had foundered. Next day embarked all our people that were left, amounting to two hundred and fifty; for some had died of their wounds they received in getting on shore; others of drinking rum, and others had straggled into the country.—All our vessels were so full of people, that we could not take away the few clothes that were saved from the wreck; but that was a trifle since we had preserved our lives and liberty. To make short of my story, we all arrived safe at Montego Bay, and shortly after at Port Royal, in the Janus, which was sent on purpose for us, and were all honorably acquitted for the loss of the ship. I was made admiral's aid-de-camp, and a little time afterwards sent down to St. Juan's as captain of the Resource, to bring what were left of the poor devils to Blue Fields, on the Musquito shore, and then to Jamaica, where they arrived after three month's absence, and without a prize, though I looked out hard off Porto Bello and Carthagena. Found in my absence that I had been appointed captain of the Tobago, where I remain his majesty's most true and faithful servant, and my dear mother's most dutiful son,

——— ARCHER.

AN ACCOUNT OF THE WHALE FISHERY,

WITH ANECDOTES OF THE DANGERS ATTENDING IT.

Historians, in general, have given to the Biscayans the credit of having first practiced the fishery for the Whale; the English, and afterwards the Dutch are supposed to have followed in the pursuit. It was prosecuted by the Norwegians so early as the ninth century, and by the Icelanders about the eleventh. It was not till the seventeenth century however, that the whale fishery was engaged in by the maritime nations of Europe as an important branch of commerce.

The crew of a whale ship usually consists of forty to fifty men, comprising several classes of officers, such as harpooners, boat-steerers, line-managers, &c. together with fore-mastmen, landmen and apprentices. As a stimulus to the crew in the fishery, every individual, from the master down to the boys, besides his monthly pay, receives either a gratuity for every size fish caught during the voyage, or a certain sum for every ton of oil which the cargo produces. Masters and harpooners receive a small sum before sailing, in place of monthly wages; and if they procure no cargo whatever, they re-

ceive nothing more for their voyage; but in the event of a successful fishing, their advantages are considerable

The crow's nest is an apparatus placed on the main-top-mast, or top-gallant-mast head, as a watch tower for the officer on the lookout. It is closely defended from the wind and cold, and is furnished with a speaking trumpet, a telescope and rifle. The most favorable opportunity for prosecuting the fishery in the Greenland seas, commonly occurs with north, north-west or west winds. At such times the sea is smooth, and the atmosphere, though cloudy and dark, is generally free from fog and snow. The fishers prefer a cloudy to a clear sky; because in very bright weather, the sea becomes illuminated, and the shadows of the whale-boats are so deeply impressed in the water by the beams of the sun that the whales are apt to take the alarm. Fogs are only so far unfavorable as being liable to endanger the boats by shutting out the sight of the ship.—A well constructed whale-boat floats lightly and safely on the water,—is capable of being rowed with great speed, and readily turned round,—it is of such capacity that it carries six or seven men, seven or eight hundred weight of whale-lines, and various other materials, and yet retains the necessary properties of safety and speed. Whale-boats being very liable to receive damage, both from whales and ice, are always carver-built,—a structure which is easily repaired. The instruments of general use in the capture of the whale, are the harpoon and lance. There is, moreover, a kind of harpoon which is shot from a gun, but being difficult to adjust, it is seldom used. Each boat is likewise furnished with a "jack" or flag fastened to a pole, intended to be displayed as a signal whenever a whale is harpooned. The crew of a whale-ship are separated in divisions, equal in number to the number of the boats. Each division, consisting of a harpooner, a boat-steerer, and a line-manager, together with three or four rowers, constitutes a "boats crew."

On fishing stations, when the weather is such as to render the fishery practicable, the boats are always ready for instant service. The crow's nest is generally occupied by one of the officers, who keeps an anxious watch for the appearance of a whale. The moment that a fish is seen, he gives notice to the "watch upon deck," part of whom leap into a boat, are lowered down, and push off towards the place. If the fish be large, a second boat is despatched to the support of the other; and when the whole of the boats are sent out, the ship is said to have a "a loose fall." There are several rules observed

in approaching a whale to prevent the animal from taking the alarm. As the whale is dull of hearing, but quick of sight, the boat-steerer always endeavors to get behind it; and, in accomplishing this, he is sometimes justified in taking a circuitous rout. In calm weather, where guns are not used, the greatest caution is necessary before a whale can be reached; smooth careful rowing is always requisite, and sometimes sculling is practiced. It is a primary consideration with the harpooner, always to place his boat as near as possible to the spot in which he expects the fish to rise, and he conceives himself successful in the attempt when the fish "comes up within a start," that is, within the distance of about two hundred yards.

Whenever a whale lies on the surface of the water, unconscious of the approach of its enemies, the hardy fisher rows directly upon it; and an instant before the boat touches it, buries his harpoon in his back. The wounded whale, in the surprise and agony of the moment, makes a convulsive effort to escape. Then is the moment of danger. The boat is subjected to the most violent blows from its head, or its fins, but particularly from its ponderous tail, which sometimes sweeps the air with such tremendous fury, that boat and men are exposed to one common destruction.

The head of the whale is avoided, because it cannot be penetrated with the harpoon; but any part of the body, between the head and the tail, will admit of the full length of the instrument, without danger of obstruction. The moment that the wounded whale disappears, a flag is displayed; on sight of which, those on watch in the ship, give the alarm, by stamping on the deck, accompanied by shouts of "a fall."—At the sound of this, the sleeping crew are roused, jump from their beds, rush upon deck, and crowd into the boats. The alarm of "a fall," has a singular effect on the feelings of a sleeping person, unaccustomed to hearing it. It has often been mistaken as a cry of distress. A landsman, seeing the crew, on an occasion of a fall, leap into the boats in their shirts, imagined that the ship was sinking. He therefore tried to get into a boat himself, but every one of them being fully manned, he was refused. After several fruitless endeavors to gain a place among his comrades, he cried out, in evident distress, "What shall I do?—Will none of you take me in?"

The first effort of a "fast-fish," or whale that has been struck, is to escape from the boat by sinking under water.

After this, it pursues its course downward, or reappears at a little distance, and swims with great celerity, near the surface of the water. It sometimes returns instantly to the surface, and gives evidence of its agony by the most convulsive throes. The downward course of a whale is, however, the most common. A whale, struck near the edge of any large sheet of ice, and passing underneath it, will sometimes run the whole of the lines out of one boat. The approaching distress of a boat, for want of line, is indicated by the elevation of an oar, to which is added a second, a third, or even a fourth, in proportion to the nature of the exigence. The utmost care and attention are requisite, on the part of every person in the boat, when the lines are running out; fatal consequences having been sometimes produced by the most trifling neglect.—When the line happens to "run foul," and cannot be cleared on the instant, it sometimes draws the boat under water; on which, if no auxiliary boat, or convenient piece of ice, be at hand, the crew a plunged into the sea, and are obliged to trust to their oars or their skill in swimming, for supporting themselves on the surface.

Captain Scoresby relates an accident of this kind, which happened on his first voyage to the whale fishery. A thousand fathoms of line were already out, and the fast-boat was forcibly pressed against the side of a piece of ice. The harpooner, in his anxiety to retard the flight of the whale, applied too many turns of the line round the bollard, which, getting entangled, drew the boat beneath the ice. Another boat, providentially was at hand, into which the crew had just time to escape. The whale, with near two miles length of line, was, in consequence of the accident, lost, but the boat was recovered.

The average stay under water of a wounded whale is about thirty minutes. When it reappears, the assisting boats make for the place with their utmost speed, and as they reach it, each harpooner plunges his harpoon into its back, to the amount of three, four, or more, according to the size of the whale. It is then actively plied with lances, which are thrust into its body, aiming at its vitals. The sea to a great extent around is dyed with its blood, and the noise made by its tail in its dying struggle, may be heard several miles. In dying, it turns on its back or on its side; which circumstance is announced by the capturers with the striking of their flags, accompanied with three lively huzzas!

Whales are sometimes captured, with a single harpoon, in the space of fifteen minutes. Sometimes they resist forty or fifty hours, and at times they will break three or four lines at once, or tear themselves clear off the harpoons, by the violence of their struggles. Generally the capture of a whale depends on the activity of the harpooner, the state of the wind and weather, or the peculiar conduct of the animal itself. Under the most favourable circumstances, the length of time does not exceed an hour. The general average may be stated at two hours. Instances have occurred where whales have been taken without being struck at all, simply by entangling themselves in the lines that had been used to destroy others, and struggling till they were drowned or died of exhaustion.

The fishery for whales, when conducted at the margin of those wonderful sheets of ice, called fields, is, when the weather is fine, and the refuge for ships secure, the most agreeable, and sometimes the most productive of all other ways. When the fish can be observed "blowing" in any of the holes of a field, the men travel over the ice and attack it with lances to turn it back. As connected with this subject, Captain Scoresby relates the following circumstance, which occurred under his own observation.

On the eighth of July, 1813, the ship Esk lay by the edge of a large sheet of ice, in which there were several thin parts, and some holes. Here a whale being heard blowing, a harpoon, with a line fastened to it, was conveyed across the ice, from a boat on guard, and the harpooner succeeded in striking the whale, at the distance of three hundred and fifty yards from the verge. It dragged out ten lines, (2400 yards,) and was supposed to be seen blowing in different holes in the ice. After some time it made its appearance on the exterior, and was again struck, at the moment it was about to go under the second time. About an hundred yards from the edge, it broke the ice where it was a foot thick, with its head, and respired through the opening. It then pushed forward, breaking the ice as it advanced, in spite of the lances constantly directed against it. At last it reached a kind of basin in the field, where it floated on the surface without any incumbrance from ice. Its back being fairly exposed, the harpoon struck from the boat on the outside, was observed to be so slightly entangled, that it was ready to drop out. Some of the officers lamented this circumstance, and wished that the harpoon might be better fast; at the same time observing that if it

should slip out, either the fish would be lost, or they should be under the necessity of flensing it where it lay, and of dragging the blubber over the ice to the ship; a kind and degree of labor every one was anxious to avoid. No sooner was the wish expressed, and its importance explained, than a young and daring sailor stepped forward, and offered to strike the harpoon deeper. Not at all intimidated by the surprise manifested on every countenance at such a bold proposal, he leaped on the back of the living whale, and cut the harpoon out with his pocket knife. Stimulated by his gallant example, one of his companions proceeded to his assistance. While one of them hauled upon the line and held it in his hands, the other set his shoulder against the end of the harpoon, and though it was without a stock, contrived to strike it again into the fish more effectually than at first! The whale was in motion before they had finished. After they got off its back, it advanced a considerable distance, breaking the ice all the way, and survived this novel treatment ten or fifteen minutes. This daring deed was of essential service. The whale fortunately sunk spontaneously after it expired; on which it was hauled out under the ice by the line and secured without farther trouble. It proved a mighty whale; a very considerable prize.

When engaged in the pursuit of a large whale, it is a necessary precaution for two boats at all times to proceed in company, that the one may be able to assist the other, on any emergency. With this principle in view, two boats from the Esk were sent out in chase of some large whales, on the 13th of June 1814. No ice was within sight. The boats had proceeded some time together, when they separated in pursuit of two whales, not far distant from each other; when, by a singular coincidence, the harpooners each struck his fish at the same moment. They were a mile from the ship. Urgent signals for assistance were displayed by each boat, and in a few minutes one of the harpooners was obliged to slip the end of his line. Fortunately the other fish did not descend so deep, and the lines in the boat proved adequate for the occasion. One of the fish being then supposed to be lost, five of the boats out of seven attended on the fish which yet remained entangled, and speedily killed it. A short time afterwards, the other fish supposed to be lost, was descried at a little distance from the place where it was struck;—three boats proceeded against it;—it was immediately struck, and in twenty minutes also killed. Thus were fortunately captured two whales, both of which had been despaired of. They pro-

duced near forty tons of oil, value, at that time £1400. The lines attached to the last fish were recovered with it.

Before a whale can be flensed, as the operation of taking off the fat and whalebone is called, some preliminary measures are requisite. These consist in securing the whale to the boat, cutting away the attached whale-lines, lashing the fins together, and towing it to the ship. Some curious circumstances connected with these operations may be mentioned here

In the year 1816, a fish was to all appearance killed by the crew of the Esk. The fins were partly lashed, and the tail on the point of being secured, and all the lines excepting one, were cut away, the fish meanwhile lying as if dead. To the alarm, however, of the sailors, it revived, began to move, and pressed forward in a convulsive agitation; soon after it sunk in the water to some depth, and then died. One line fortunately remained attached to it, by which it was drawn to the surface and secured.

A suspension of labor is generally allowed after the whale has been secured aside of the ship, and before the commencement of the operation of flensing. An unlucky circumstance once occured in an interval of this kind. At that period of the fishery, (forty or fifty years ago,) when a single stout whale,

together with the bounty, was found sufficient to remunerate the owners of a ship for the expenses of the voyage, great joy was exhibited on the capture of a whale, by the fishers. They were not only cheered by a dram of spirits, but sometimes provided with some favorite "mess," on which to regale themselves, before they commenced the arduous task of flensing. At such a period, the crew of an English vessel had captured their first whale. It was taken to the ship, placed on the lee-side, and though the wind blew a strong breeze, it was fastened only by a small rope attached to the fin. In this state of supposed security, all hands retired to regale themselves, the captain himself not excepted. The ship being at a distance from any ice, and the fish believed to be fast, they made no great haste in their enjoyment. At length, the specksioneer, or chief harpooner, having spent sufficient time in indulgence and equipment, with an air of importance and self-confidence, proceeded on deck, and naturally turned to look on the whale. To his astonishment it was not to be seen. In some alarm he looked a-stern, a-head, on the other side, but his search was useless; the ship drifting fast, had pressed forcibly upon the whale, the rope broke, the fish sunk and was lost. The mortification of this event may be conceived, but the termination of their vexation will not easily be imagined, when it is known, that no other opportunity of procuring a whale occured during the voyage. The ship returned home clean.

Flensing in a swell is a most difficult and dangerous undertaking; and when the swell is at all considerable, it is commonly impracticable. No ropes or blocks are capable of bearing the jirk of the sea. The harpooners are annoyed by the surge, and repeatedly drenched in water; and are likewise subject to be wounded by the breaking of ropes or hooks of tackles, and even by strokes from each other's knives. Hence accidents in this kind of flensing are not uncommon. The harpooners not unfrequently fall into the whale's mouth, when it is exposed by the removal of a surface of blubber; where they might easily be drowned, but for the prompt assistance which is always at hand.

One of the laws of the fishery universally adhered to, is, that whenever a whale is loose, whatever may be the case or circumstances, it becomes a free prize to the first person who gets hold of it. Thus, when a whale is killed, and the flensing is prevented by a storm, it is usually taken in tow; if the rope by which it is connected with the ship should happen to

break, and the people of another ship should seize upon it while disengaged, it becomes their prize. The following circumstance, which occured a good many years ago, has a tendency to illustrate the existing Greenland laws.

During a storm of wind and snow several ships were beating to windward, under easy sail, along the edge of a pack. When the storm abated and the weather cleared, the ships steered towards the ice. Two of the fleet approached it, about a mile assunder, abreast of each other, when the crews of each ship accidentally got sight of a dead fish at a little distance, within some loose ice. Each ship now made sail, to endeavor to reach the fish before the other; which fish being loose, would be a prize to the first who could get possession of it. Neither ship could out sail the other, but each contrived to press forward 'owards the prize. The little advantage one of them had in distance, the other compensated with velocity. On each bow of the two ships, was stationed a principal officer, armed with a harpoon in readiness to discharge. But it so happened that the ships came in contact with each other, when within a few yards of the fish, and in consequence of the shock with which their bows met, they rebounded to a considerable distance. The officers at the same moment discharged their harpoons, but all of them fell short of the fish. A hardy fellow who was second mate of the leeward ship immediately leaped overboard and with great dexterity swam to the whale, seized it by the fin, and proclaimed it his prize. It was, however, so swollen, that he was unable to climb upon it, but was obliged to remain shivering in the water until assistance should be sent. His captain elated with his good luck, forgot, or at least neglected his brave second mate; and before he thought of sending a boat to release him from his disagreeable situation, prepared to moor his ship to an adjoining piece of ice. Meanwhile the other ship tacked, and the master himself stepped into a boat, pushed off and rowed deliberately towards the dead fish. Observing the trembling seaman still in the water holding by the fin, he addressed him with, "Well my lad, you have got a fine fish here,"—to which after a natural reply in the affirmative, he added, "but don't you find it very cold?"—"Yes," replied the shivering sailor, "I'm almost starved. I wish you would allow me to come into your boat until our's arrives." This favor needed no second solicitation; the boat approached the man and he was assisted into it. The fish being again loose and out of possession, the captain instantly struck his harpoon

into it, hoisted his flag, and claimed his prize! Mortified and displeased as the other master felt at this trick, for so it certainly was, he had nevertheless no redress, but was obliged to permit the fish to be taken on board of his competitor's ship, and to content himself with abusing the second mate for want of discretion, and condemning himself for not having more compassion on the poor fellow's feeling, which would have prevented the disagreeable misadventure.

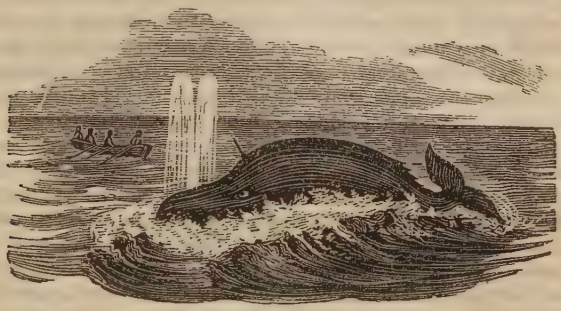
Those employed in the occupation of killing whales, are, when actually engaged, exposed to danger from three sources, viz. from the ice, from the climate, and from the whales themselves. The ice is a source of danger to the fishers, from overhanging masses falling upon them,—from the approximation of large sheets of ice to each other, which are apt to crush or upset the boats,—from their boats being stove or sunk by large masses of ice, agitated by a swell,—and from the boats being enclosed and beset in a pack of ice, and their crews thus prevented from joining their ships.

On the commencement of a heavy gale of wind, May 11th, 1813, fourteen men put off in a boat from the Volunteer of Whitby, with the view of setting an anchor in a large piece of ice, to which it was their intention of mooring the ship.—The ship approached on a signal being made, the sails were clewed up, and a rope fixed to the anchor; but the ice shivering with the violence of the strain when the ship fell astern, the anchor flew out and the ship went adrift. The sails being again set, the ship was reached to the eastward (wind at north,) the distance of about two miles; but in attempting to wear and return, the ship, instead of performing the evolution, scudded a considerable distance to the leeward, and was then reaching out to sea; thus leaving fourteen of her crew to a fate most dreadful, the fulfilment of which seemed almost inevitable. The temperature of the air was 15 or 16 of Fahr. when these poor wretches were left upon a detached piece of ice, of no considerable magnitude, without food, without shelter from the inclement storm, deprived of every means of refuge except in a single boat, which, on account of the number of men, and the violence of the storm, was incapable of conveying them to their ship. Death stared them in the face whichever way they turned, and a division in opinion ensued. Some were wishful to remain on the ice, but the ice could afford them no shelter to the piercing wind, and would probably be broken to pieces by the increasing swell: others were anxious to attempt to join their ship while she was yet in

sight, but the force of the wind, the violence of the sea, the smallness of the boat in comparison to the number of men to be conveyed, were objections which would have appeared insurmountable to any person but men in a state of despair.—Judging, that by remaining on the ice, death was but retarded for a few hours, as the extreme cold must eventually benumb their faculties, and invite a sleep which would overcome the remains of animation,—they determined on making the attempt of rowing to their ship. Poor souls, what must have been their sensations at that moment,—when the spark of hope yet remaining was so feeble, that a premature death even to themselves seemed inevitable. They made the daring experiment, when a few minutes' trial convinced them, that the attempt was utterly impracticable. They then with longing eyes, turned their efforts towards recovering the ice they had left, but their utmost exertions were unavailing. Every one now viewed his situation as desperate; and anticipated, as certain, the fatal event which was to put a period to his life. How great must have been their delight, and how overpowering their sensations, when at this most critical juncture a ship appeared in sight! She was advancing directly towards them; their voices were extended and their flag displayed.—But although it was impossible they should be heard, it was not impossible they should be seen. Their flag was descried by the people on board the ship, their mutual courses were so directed as to form the speediest union, and in a few minutes they found themselves on the deck of the Lively of Whitby, under circumstances of safety! They received from their townsmen the warmest congratulations; and while each individual was forward in contributing his assitance towards the restoration of their benumbed bodies, each appeared sensible that their narrow escape from death was highly providential. The forbearance of God is wonderful. Perhaps these very men a few hours before, were impiously invoking their own destruction, or venting imprecations upon their fellow beings! True it is that the goodness of the Almighty extendeth over all his works, and that while 'Mercy is his darling attribute,'—'Judgment is his strange work.'

The most extensrve source of danger to the whale-fisher, when actively engaged in his occupation, arises from the object of his pursuit. Excepting when it has young under its protection, the whale generally exhibits remarkable timidity of character. A bird perching on its back alarms it; hence, the greater part of the accidents which happen in the course

of its capture, must be attributed to adventitious circumstances on the part of the whale, or to mismanagement or foolhardiness on the part of the fishers.



A harpooner belonging to the Henrietta of Whitby, when engaged in lancing a whale, into which he had previously struck a harpoon, incautiously cast a little line under his feet that he had just hauled into the boat, after it had been drawn out by the fish. A painful stroke of his lance induced the whale to dart suddenly downward; his line began to run out from beneath his feet, and in an instant caught him by a turn round his body. He had but just time to cry out, "clear away the line,"—"O dear!" when he was almost cut assunder, dragged overboard and never seen afterwards. The line was cut at the moment, but without avail. The fish descended a considerable depth, and died; from whence it was drawn to the surface by the lines connected with it, and secured.

While the ship Resolution navigated an open lake of water, in the 81st degree of north latitude, during a keen frost and strong north wind, on the 2d of June 1806, a whale appeared, and a boat put off in pursuit. On its second visit to the surface of the sea, it was harpooned. A convulsive heave of the tail, which succeeded the wound, struck the boat at the stern; and by its reaction, projected the boat-steerer overboard. As the line in a moment dragged the boat beyond his reach, the crew threw some of their oars towards him for his support, one of which he fortunately seized. The ship and boats being at a considerable distance, and the fast-boat being rapidly drawn away from him, the harpooner cut the line with the view of rescuing him from his dangerous situation

But no sooner was this act performed, than to their extreme mortification they discovered, that in consequence of some oars being thrown towards their floating comrade, and others being broken or unshipped by the blow from the fish, one oar only remained; with which, owing to the force of the wind, they tried in vain to approach him. A considerable period elapsed, before any boat from the ship could afford him assistance, though the men strained every nerve for the purpose. At length, when they reached him, he was found with his arms stretched over an oar, almost deprived of sensation.—On his arrival at the ship, he was in a deplorable condition. His clothes were frozen like mail, and his hair constituted a helmet of ice. He was immediately conveyed into the cabin. his clothes taken off, his limbs and body dried and well rubbed, and a cordial administered which he drank. A dry shirt and stockings were then put upon him, and he was laid in the captain's bed. After a few hours sleep he awoke, and appeared considerably restored, but complained of a painful sensation of cold. He was, therefore, removed to his own birth, and one of his messmates ordered to lie on each side of him, whereby the diminished circulation of the blood was accelerated, and the animal heat restored. The shock on his constitution, however, was greater than was anticipated.—He recovered in the course of a few days, so as to be able to engage in his ordinary pursuits; but many months elapsed before his countenance exhibited its usual appearance of health.

The Aimwell of Whitby, while cruising the Greenland seas, in the year 1810, had boats in chase of whales on the 26th of May. One of them was harpooned. But instead of sinking immediately on receiving the wound, as is the most usual manner of the whale, this individual only dived for a moment, and rose again beneath the boat, struck it in the most vicious manner with its fins and tail, stove it, upset it, and then disappeared. The crew, seven in number, got on the bottom of the boat; but the unequal action of the lines, which for sometime remained entangled with the boat, rolled it occasionally over, and thus plunged the crew repeatedly into the water.—Four of them, after each immersion, recovered themselves and clung to the boat; but the other three, one of whom was the only person acquainted with the art of swimming, were drowned before assistance could arrive. The four men on the boat being rescued and conveyed to the ship, the attack on the whale was continued and two more harpoons struck.—

But the whale irritated, instead of being enervated by its wounds, recommenced its furious conduct. The sea was in a foam. Its tail and fins were in awful play; and in a short time, harpoon after harpoon drew out, the fish was loosened from its entanglements and escaped.

In the fishery of 1812, the Henrietta of Whitby suffered a similar loss. A fish which was struck very near the ship, by a blow of its tail, stove a small hole in the boat's bow. Every individual shrinking from the side on which the blow was impressed, aided the influence of the stroke, and upset the boat. They all clung to it while it was bottom up; but the line having got entangled among the thwarts, suddenly drew the boat under water, and with it part of the crew. Excessive anxiety among the people in the ship, occasioned delay in sending assistance, so that when the first boat arrived at the spot, two survivors only out of six men were found.

During a fresh gale of wind in the season of 1809, one of the Resolution's harpooners struck a sucking whale. Its mother being near, all the other boats were disposed around, with the hope of entangling it. The old whale pursued a circular route round its cub, and was followed by the boats; but its velocity was so considerable, that they were unable to keep pace with it. Being in the capacity of harpooner on this occasion myself, I proceeded to the chase, after having carefully marked the proceedings of the fish. I selected a situation, in which I conceived the whale would make its appearance, and was in the act of directing my crew to cease rowing, when a terrible blow was struck on the boat. The whale I never saw, but the effect of the blow was too important to be overlooked. About fifteen square feet of the bottom of the boat were driven in; it filled, sunk, and upset in a moment. Assistance was providentially at hand, so that we were all taken up without injury, after being but a few minutes in the water. The whale escaped; the boat's lines fell out and were lost, but the boat was recovered.

A remarkable instance of the power which the whale possesses in its tail, was exhibited within my own observation, in the year 1807. On the 29th of May, a whale was harpooned by an officer belonging to the Resolution. It descended a considerable depth; and, on its re-appearance, evinced an uncommon degree of irritation. It made such a display of its fins and tail, that few of the crew were hardy enough to approach it. The captain, (Captain Scoresby's father,) observing their timidity, called a boat, and himself struck a second

harpoon. Another boat immediately followed, and unfortunately advanced too far. The tail was again reared into the air, in a terrific attitude,—the impending blow was evident,—the harpooner, who was directly underneath, leaped overboard,—and the next moment the threatened stroke was impressed on the centre of the boat, which it buried in the water. Happily no one was injured. The harpooner who leaped overboard, escaped certain death by the act,—the tail having struck the very spot on which he stood. The effects of the blow were astonishing. The keel was broken,—the gunwales, and every plank, excepting two, were cut through,—and it was evident that the boat would have been completely divided, had not the tail struck directly upon a coil of lines. The boat was rendered useless.

Instances of disasters of this kind, occasioned by blows from the whale, could be adduced in great numbers,—cases of boats being destroyed by a single stroke of the tail, are not unknown,—instances of boats having been stove or upset, and their crews wholly or in part drowned, are not unfrequent,—and several cases of whales having made a regular attack upon every boat which came near them, dashed some in pieces, and killed or drowned some of the people in them, have occurred within a few years even under my own observation.

The Dutch ship Gort-Moolen, commanded by Cornelius Gerard Ouwekaas, with a cargo of seven fish, was anchored in Greenland in the year 1660. The captain, perceiving a whale a-head of his ship, beckoned his attendants, and threw himself into a boat. He was the first to approach the whale; and was fortunate enough to harpoon it before the arrival of the second boat, which was on the advance. Jacques Vienkes, who had the direction of it, joined his captain immediately afterwards, and prepared to make a second attack on the fish, when it should remount again to the surface. At the moment of its ascension, the boat of Vienkes happening unfortunately to be perpendicularly above it, was so suddenly and forcibly lifted up by a stroke of the head of the whale, that it was dashed to pieces before the harpooner could discharge his weapon.

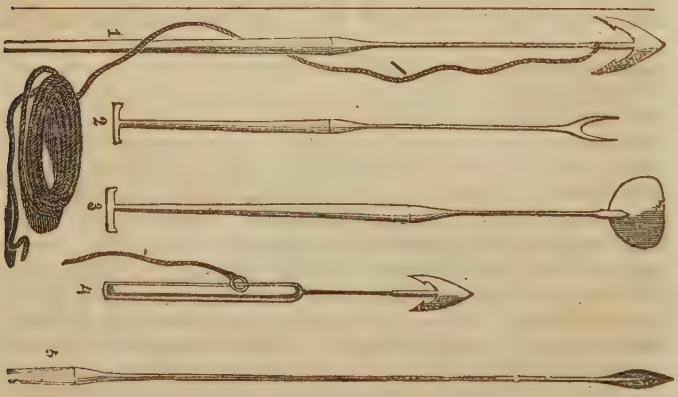
Vienkes flew along with the pieces of the boat, and fell upon the back of the animal. This intrepid seaman, who still retained his weapon in his grasp, harpooned the whale on which he stood; and by means of the harpoon and the line, which he never abandomed, he steadied himself firmly upon

the fish, notwithstanding his hazardous situation, and regardless of a considerable wound that he received in his leg in his fall along with the fragments of the boat. All the efforts of the other boats to approach the whale, and deliver the harpooner, were futile. The captain, not seeing any other method of saving his unfortunate companion, who was in some way entangled with the line, called to him to cut it with his knife, and betake himself to swimming. Vienkes, embarrassed and disconcerted as he was, tried in vain to follow this counsel. His knife was in the pocket of his drawers; and, being unable to support himself with one hand, he could not get it out. The whale, meanwhile, continued advancing along the surface of the water with great rapidity, but fortunately never attempted to dive. While his comrades despaired of his life, the harpoon by which he held, at length disengaged itself from the body of the whale. Vienkes being thus liberated, did not fail to take advantage of this circumstance; he cast himself into the sea, and by swimming, endeavored to regain the boats which continued the pursuit of the whale. When his shipmates perceived him struggling with the waves, they redoubled their exertions. They reached him just as his strength was exhausted, and had the happiness of rescuing this adventurous harpooner from his perilous situation.

Captain Lyons of the Raith of Leith, while prosecuting the whale-fishery on the Labrador coast, in the season of 1802, discovered a large whale at a short distance from the ship. Four boats were dispatched in pursuit, and two of them succeeded in approaching it so closely together, that two harpoons were struck at the same moment. The fish descended a few fathoms in the direction of another of the boats, which was on the advance, rose accidentally beneath it, struck it with its head, and threw the boat, men, and apparatus about fifteen feet into the air. It was inverted by the stroke, and fell into the water with its keel upwards. All the people were picked up alive by the fourth boat, which was just at hand, excepting one man, who having got entangled in the boat, fell beneath it, and was unfortunately drowned. The fish was soon afterwards killed. The engraving on page 30, is illustrative of this remarkable accident.

In 1822, two boats belonging to the ship Baffin went in pursuit of a whale. John Carr was harpooner and commander of one of them. The whale they pursued led them into a vast shoal of his own species; they were so numerous that their blowing was incessant, and they believed that they did not see

fewer than an hundred. Fearful of alarming them without striking any, they remained for a while motionless At last one rose near Carr's boat, and he approached, and fatally for himself, harpooned it. When he struck, the fish was approaching the boat; and, passing very rapidly, jerked the line out of its place over the stern, and threw it upon the gunwale. Its pressure in this unfavorable position so careened the boat, that the side was pulled under water, and it began to fill. In this emergency, Carr, who was a brave, active man, seized the line, and endeavored to relieve the boat by restoring it to its place; but, by some circumstance which was never accounted for, a turn of the line flew over his arm, dragged him overboard in an instant, and drew him under the water, never more to rise. So sudden was the accident, that only one man, who was watching him, saw what had happened; so that when the boat righted, which it immediately did, though half full of water, the whole crew on looking round inquired what had become of Carr. It is impossible to imagine a death more awfully sudden and unexpected. The in-



INSTRUMENTS USED IN THE WHALE FISHERY.

1. A common Harpoon.
2. A Pricker.
3. A sharp Spade, used in cutting up a Whale.
4. A Harpoon which is fired from a gun.
5. A Lance, to kill the Whale after he has been harpooned.

visible bullet could not have effected more instantaneous destruction. The velocity of the whale at its first descent is from thirteen to fifteen feet per second. Now as this unfortunate man was adjusting the line at the water's very edge, where it must have been perfectly tight, owing to its obstruction in running out of the boat, the interval between the fastening the line about him and his disappearance could not have exceeded the third part of a second of time, for in one second only he must have been dragged ten or twelve feet deep. Indeed he had not time for the least exclamation; and the person who saw his removal, observed that it was so exceeding quick that though his eye was upon him at the moment, he could scarcely distinguish his figure as he disappeared.

As soon as the crew recovered from their consternation, they applied themselves to the needful attention which the lines required. A second harpoon was struck from the accompanying boat on the raising of the whale to the surface, and some lances were applied, but this melancholy occurrence had cast such a damp on all present, that they became timid and inactive in their subsequent duties. The whale when nearly exhausted was allowed to remain some minutes unmolested, till having recovered some degree of energy, it made a violent effort and tore itself away from both harpoons. The exertions of the crews thus proved fruitless, and were attended with serious loss.

Innumerable instances might be adduced of the perils and disasters to which our whalemen are subject; of their never tiring fortitude and daring enterprise; but we believe the examples we have given alone will sufficiently convey a full and correct idea of the customs and dangers of the whale-fishery.

THE NARWAL, OR SEA-UNICORN,

Is a species of the Whale, and seldom exceeds twenty-two feet long. Its body is slenderer than that of the whale, and its fat not in so great abundance. But this great animal is sufficiently distinguished from all others of the deep, by its

tooth or teeth, which stand pointing directly forward from the upper jaw, and are from nine to ten feet long. In all the variety of weapons with which nature has armed her various tribes, there is not one so large or so formidable as this.—This terrible weapon is generally found single; and some are of opinion that the animal is furnished with but one by nature; but there is at present the skull of a Narwal at the Stadthouse at Amsterdam, with two teeth. The tooth, or, as some are pleased to call it, the horn of the Narwal, is as straight as an arrow, about the thickness of the small of a man's leg, wreathed as we sometimes see twisted bars of iron; it tapers to a sharp point; and is whiter, heavier, and harder than ivory. It is generally seen to spring from the left side of the head directly forward in a straight line with the body; and its root enters into the socket above a foot and a half. Notwithstanding its appointments for combat, this long and pointed tusk, amazing strength, and matchless celerity, the Narwal is one of the most harmless and peaceful inhabitants of the ocean. It is seen constantly and inoffensively sporting among the other great monsters of the deep, no way attempting to injure them, but pleased in their company. The Greenlanders call the Narwal the forerunner of the whale; for wherever it is seen, the whale is shortly after sure to follow. This may arise as well from the natural passion for society in these animals, as from both living upon the same food. These powerful fishes make war upon no other living creature; and, though furnished with instruments to spread general destruction, are as innocent and as peaceful as a drove of oxen. The Narwal is much swifter than the whale, and would never be taken by the fishermen but for those very tusks, which at first appear to be its principal defence. These animals are always seen in herds of several at a time; and whenever they are attacked, they crowd together in such a manner, that they a mutually embarrassed by their tusks. By these they are often locked together, and are prevented from sinking to the bottom. It seldom happens, therefore, but the fishermen make sure of one or two of the hindmost, which very well reward their trouble.

LOSS OF THE BRIG TYRREL.

In addition to the many dreadful shipwrecks already narrated, the following, which is a circumstantial account given by T. Purnell, chief mate of the brig Tyrrel, Arthur Cochlan, commander, and the only person among the whole crew who had the good fortune to escape, claims our particular attention.

On Saturday, June 29th, 1759, they sailed from New York to Sandy Hook, and there came to an anchor, waiting for the captain's coming down with a new boat, and some other articles. Accordingly he came on board early the succeeding morning, and the boat cleared, hoisted in, stowed and lashed. At eight o'clock, A. M. they weighed anchor, sailed out of Sandy Hook, and the same day at noon, took their departure from the High Land Never Sunk, and proceeded on their passage to Antigua. As soon as they made sail, the captain ordered the boat to be cast loose, in order that she might be painted, with the oars, rudder and tiller, which job, he (Captain Cochlan) undertook to do himself.

At four P. M. they found the vessel made a little more water, than usual; but as it did not cause much additional labour at the pump, nothing was thought of it. At eight, the leak did not seem to increase. At twelve it began to blow very hard in squalls, which caused the vessel to lie down very much, whereby it was apprehended she wanted more ballast. Thereupon the captain came on deck, being the starboard watch, and close reefed both top-sails.

At four A. M. the weather moderated—let out both reefs:—at eight it became still more moderate, and they made more sail, and set top-gallant-sails; the weather was still thick and hazy. There was no further observation taken at present, except that the vessel made more water. The captain was now chiefly employed in painting the boat, oars, rudder and tiller.

On Monday, June 30, at four P. M. the wind was at E. N. E. freshened very much, and blew so very hard, as occasioned the brig to lie along in such a manner as caused general

alarm. The captain was now earnestly intreated to put for New York, or steer for the Capes of Virginia. At eight, took in top-gallant-sail, and close reefed both top-sails, still making more water. Afterwards the weather became still more moderate and fair, and they made more sail.

July 1, at four A. M. it began to blow in squalls very hard; took in one reef in each top sail, and continued so until eight A. M. the weather being still thick and hazy.—No observation.

The next day she made still more water, but as every watch pumped it out, this was little regarded. At four P. M. took second reef in each top-sail,—close reefed both, and sent down top-gallant-yard; the gale still increasing.

At four A. M. the wind got round to N. and there was no appearance of its abating. At eight, the captain well satisfied that she was very crank and ought to have had more ballast, agreed to make for Bacon Island Road, in North Carolina; and in the very act of wearing her, a sudden gust of wind laid her down on her beam-end, and she never rose again!—At this time Mr. Purnell was lying in the cabin, with his clothes on, not having pulled them off since they left land.—Having been rolled out of his bed (on his chest,) with great difficulty he reached the round-house door; the first salutation he met with was from the step-ladder that went from the quarter-deck to the poop, which knocked him against the companion, (a lucky circumstance for those below, as, by laying the ladder against the companion, it served both him and the rest of the people who were in the steerage, as a conveyance to windward); having transported the two after guns forward to bring her more by the head, in order to make her hold a better wind; thus they got through the aftermost gunport on the quarter-deck, and being all on her broadside, every moveable rolled to leeward, and as the vessel overset, so did the boat, and turned bottom upwards, her lashings being cast loose, by order of the captain, and having no other prospect of saving their lives but by the boat, Purnell, with two others, and the cabin-boy (who were excellent swimmers) plunged into the water, and with difficulty righted her, when she was brim full, and washing with the water's edge. They then made fast the end of the main-sheet to the ring in her stern-post, and those who were in the fore-chains sent down the end of the boom-tackle, to which they made fast the boat's painter, and by which they lifted her a little out of the water, so that she swam about two or three inches free, but almost full.

They then put the cabin-boy into her, and gave him a bucket that happened to float by, and he bailed away as quick as he could, and soon after another person got in with another bucket, and in a short time got all the water out of her.—They then put two long oars that were stowed in the larboard-quarter of the Tyrell into the boat, and pulled or rowed right to windward; for, as the wreck drifted, she made a dreadful appearance in the water, and Mr. Purnell and two of the people put off from the wreck, in search of the oars, rudder and tiller. After a long while they succeeded in picking them all up, one after another. They then returned to their wretched companions, who were all overjoyed to see them, having given them up for lost. By this time night drew on very fast. While they were rowing in the boat, some small quantity of white biscuit (Mr. Purnell supposed about half a peck,) floated in a small cask, out of the round house; but, before it came to hand, it was so soaked with salt water, that it was almost in a fluid state: and about double the quantity of common ship-biscuit likewise floated, which was in like manner soaked. This was all the provision that they had; not a drop of fresh water could they get; neither could the carpenter get at any of his tools to scuttle her sides, for, could this have been accomplished, they might have saved plenty of provisions and water.

By this time it was almost dark; having got one compass, it was determined to quit the wreck, and take their chance in the boat, which was nineteen feet six inches long, and six feet four inches broad; Mr. Purnell supposes it was now about nine o'clock; it was very dark.

They had run abut 360 miles by their dead reckoning, on a S. E. by E. course. The number in the boat was 17 in all; the boat was very deep, and little hopes were entertained of either seeing land or surviving long. The wind got round to westward, which was the course they wanted to steer; but it began to blow and rain so very hard, that they were obliged to keep before the wind and sea, in order to preserve her above water. Soon after they had put off from the wreck the boat shipped two heavy seas, one after another, so that they were obliged to keep her before the wind and sea; for had she shipped another sea, she certainly would have swamped with them.

By sunrise the next morning, July 3, they judged that they had been running E. S. E. which was contrary to their wishes. The wind dying away, the weather became very moder-

ate. The compass which they had saved proved of no utility, one of the people having trod upon, and broken it; it was accordingly thrown overboard. They now proposed to make a sail of some frocks and trowsers, but they had got neither needles nor sewing twine, one of the people however, had a needle in his knife, and another several fishing lines in his pockets, which were unlaid by some, and others were employed in ripping the frocks and trowsers. By sunset they had provided a tolerable lug-sail; having split one of the boat's thwarts, (which was of yellow deal,) with a very large knife, which one of the crew had in his pocket, they made a yard and lashed it together by the strands of the fore-top-gallant-halyards, that were thrown into the boat promiscuously.—They also made a mast of one of the long oars, and set their sails, with sheets and tacks made out of the top-gallant-halyards. Their only guide was the North Star. They had a tolerable good breeze all night; and the whole of the next day, July 4, the weather continued very moderate, and the people were in as good spirits as their dreadful situation would admit.

July 5, the wind and weather continued much the same, and they knew by the North star that they were standing in for the land. The next day Mr. Purnell observed some of the men drinking salt water, and seeming rather fatigued.—At this time they imagined the wind was got round to the southward, and they steered, as they thought by the North star, to the northwest quarter; but on the 7th, they found the wind had got back to the northward, and blew very fresh. They got their oars out the greatest part of the night, and the next day the wind still dying away, the people laboured alternately at the oars, without distinction. About noon the wind sprung up so that they laid in their oars, and, as they thought, steered about N. N. W. and continued so until about eight or nine in the morning of July 9, when they all thought they were upon soundings, by the coldness of the water.—They were, in general, in very good spirits. The weather continued still thick and hazy, and, by the North star, they found that they had been steering about N. by W.

July 10.—The people had drank so much salt water, that it came from them as clear as it was before they drank it; and Mr. Purnell perceived that the second mate had lost a considerable share of his strength and spirits; and also, at noon, that the carpenter was delirious, his malady increasing every hour; about dusk he had almost overset the boat, by attempt-

ing to throw himself overboard, and otherwise behaving quite violent.

As his strength, however, failed him, he became more manageable, and they got him to lie down in the middle of the boat, among some of the people. Mr. Purnell drank once a little salt water, but could not relish it; he prefered his own urine, which he drank occasionally as he made it. Soon after sunset the second mate lost his speech. Mr. Purnell desired him to lean his head on him; he died, without a groan or struggle, on the 11th of July, being the 9th day they were in the boat. In a few minutes after, the carpenter expired almost in a similar manner. These melancholy scenes rendered the situation of the survivors more dreadful; it is impossible to describe their feelings. Despair became general; every man imagined his own dissolution was near. They all now went to prayers; some prayed in the Welch language, some in Irish, and others in English; then, after a little deliberation, they stripped the two dead men, and hove them overboard.

The weather being now very mild, and almost calm, they turned to, cleaned the boat, and resolved to make their sail larger out of the frocks and trowsers of the two deceased men. Purnell got the captain to lie down with the rest of the people, the boatswain and one man excepted, who assisted him in making the sail larger, which they had completed by six or seven o'clock in the afternoon, having made a shroud out of the boat's painter, which served as a shifting back-stay.—Purnell also fixed his red flannel waistcoat at the mast-head, as a signal the most likely to be seen.

Soon after this some of them observed a sloop at a great distance, coming, as they thought, from the land. This roused every man's spirits; they got out their oars, at which they laboured alternately, exerting all their remaining strength to come up with her; but night coming on, and the sloop getting a fresh breeze of wind, they lost sight of her, which occasioned a general consternation; however, the appearance of the North star, which they kept on their starboard-bow, gave them hopes that they stood in for land. This night one William Wathing died; he was 64 years of age, and had been to sea 50 years; quite worn out with fatigue and hunger, he earnestly prayed, to the last moment, for a drop of water to cool his tongue. Early the next morning Hugh Williams also died, and in the course of the day another of the crew; entirely exhausted,—they both expired without a groan.

Early in the morning of July 13, it began to blow very fresh, and increased so much, that they were obliged to furl their sail, and keep the boat before the wind and sea, which drove them off soundings. In the evening their gunner died. The weather now becoming moderate and the wind in the S W. quarter, they made sail, not one being able to row or pull an oar at any rate; they ran all this night with a fine breeze.

The next morning (July 14) two more of the crew died, and in the evening they also lost the same number. They found they were on soundings again, and concluded the wind had got round to the N. W. quarter. They stood in for the land all this night, and early on July 12 two others died; the deceased were thrown overboard as soon as their breath had departed. The weather was now thick and hazy, and they were still certain that they were on soundings.

The cabin-boy was seldom required to do any thing, and as his intellects, at this time, were very good, and his understanding clear, it was the opinion of Mr. Purnell that he would survive them all, but he prudently kept his thoughts to himself. The captain seemed likewise tolerably well, and to have kept up his spirits. On account of the haziness of the weather, they could not so well know how they steered in the day time as at night; for, whenever the North star appeared, they endeavored to keep it on their starboard bow, by which means they were certain of making the land some time or other. In the evening two more of the crew died, also, before sunset, one Thomas Philpot, an old experienced seaman, and very strong; he departed rather convulsed; having latterly lost the power of articulation, his meaning could not be comprehended. He was a native of Belfast, Ireland, and had no family. The survivors found it a difficult task to heave his body overboard, as he was a very corpulent man.

About six or seven the next morning, July 16, they stood in for the land, according to the best of their judgment; the weather still thick and hazy. Purnell now prevailed upon the captain and boatswain of the boat to lie down in the forepart of the boat, to bring her more by the head, in order to make her hold a better wind. In the evening the cabin-boy, who lately appeared so well, breathed his last, leaving behind, the captain, the boatswain and Mr. Purnell.

The next morning, July 17, Mr. Purnell asked his two companions if they thought they could eat any of the boy's flesh; and having expressed an inclination to try, and the body being quite cold, he cut the inside of his thigh, a little

above his knee, and gave a piece to the captain and boatswain, reserving a small piece for himself; but so weak were their stomachs that none of them could swallow a morsel of it, the body was therefore thrown overboard.

Early in the morning of the 18th, Mr. Purnell found both of his companions dead and cold! Thus destitute, he began to think of his own dissolution; though feeble, his understanding was still clear, and his spirits as good as his forlorn situation could possibly admit. By the colour and coldness of the water, he knew he was not far from land, and still maintained hopes of making it. The weather continued very foggy He lay to all this night, which was very dark, with the boat's head to the northward.

In the morning of the 19th, it began to rain; it cleared up in the afternoon, and the wind died away; still Mr. Purnell was convinced he was on soundings.

On the 20th, in the afternoon, he thought he saw land, and stood in for it; but night coming on, and it being now very dark, he lay to, fearing he might get on some rocks and shoals.

July 21, the weather was very fine all the morning, but in the afternoon it became thick and hazy. Mr. Purnell's spirits still remained good, but his strength was almost exhausted; he still drank his own water occasionally.

On the 22d he saw some barnacles on the boat's rudder, very similar to the spawn of an oyster, which filled him with greater hopes of being near land. He unshipped the rudder, and scraping them off with his knife, found they were of a salt fishy substance, and eat them; he was now so weak, the boat having a great motion, that he found it a difficult task to ship the rudder.

At sunrise, July 23, he became so sure that he saw land, that his spirits were considerably raised. In the middle of this day he got up, leaned his back against the mast, and received succour from the sun, having previously contrived to steer the boat in this position. The next day he saw, at a very great distance, some kind of a sail, which he judged was coming from the land, which he soon lost sight of. In the middle of the day he got up, and received warmth from the sun as before. He stood on all night for the land.

Very early in the morning of the 25th, after drinking his morning draught, to his inexpressible joy he saw, while the sun was rising, a sail, and when the sun was up, found she was a two-mast vessel. He was, however, considerably per

plexed, not knowing what to do, as she was a great distance astern and to the leeward. In order to watch her motions better, he tacked about. Soon after this he perceived she was standing on her starboard tack, which had been the same he had been standing on for many hours. He saw she approached him very fast, and he lay to for some time, till he believed she was within two miles of the boat, but still to leeward; therefore he thought it best to steer larger, when he found she was a top-sail schooner, nearing him very fast.—He continued to edge down towards her, until he had brought her about two points under his lee-bow, having it in his power to spring his luff, or bear away. By this time she was within half a mile, and he saw some of her people standing forwards on her deck and waiving for him to come under their lee-bow.

At the distance of about 200 yards they hove the schooner up in the wind, and kept her so until Purnell got alongside, when they threw him a rope, still keeping the schooner in the wind. They now interrogated him very closely; by the manner the boat and oars were painted, they imagined she belonged to a man of war, and that they had run away with her from some of his Majesty's ships at Halifax, consequently that they would be liable to some punishment if they took him up; they also thought, as the captain and boatswain were lying dead in the boat, they might expose themselves to some contagious disorder. Thus they kept Purnell in suspense for some time. They told him they had made the land that morning from the mast-head, and that they were running along shore for Marblehead, to which place they belonged, and where they expected to be the next morning. At last they told him he might come on board; which as he said, he could not without assistance, the captain ordered two of his men to help him.—They conducted him aft on the quarter deck, where they left him resting on the companion.

They were now for casting the boat adrift, but Mr. Purnell told them she was not above a month old, built at New York, and if they would hoist her in, it would pay them well for their trouble. To this they agreed, and having thrown the two corpses overboard, and taken out the clothes that were left by the deceased, they hoisted her in and made sail.

Being now on board, Purnell asked for a little water, Captain Castleman (for that was his name) ordered one of his sons, (having two on board) to fetch him some; when he came with the water, his father looked to see how much he was bringing him, and thinking it too much, threw some of it

away, and desired him to give the remainder, which he drank, being the first fresh water he had tasted for 23 days. As he leaned all this time against the companion, he became very cold, and begged to go below; the captain ordered two men to help him down to the cabin, where they left him sitting on the cabin-deck, leaning upon the lockers, all hands being now engaged in hoisting in and securing the boat. This done, all hands went down to the cabin to breakfast, except the man at the helm. They made some soup for Purnell, which he thought very good, but at present he could eat very little, and in consequence of his late draughts, he had broke out in many parts of his body, so that he was in great pain whenever he stirred. They made a bed for him out of an old sail, and behaved very attentive. While they were at breakfast a squall of wind came on, which called them all upon deck; during their absence, Purnell took up a stone bottle, and without smelling or tasting it, but thinking it was rum, took a hearty draught of it, and found it to be sweet oil; having placed it where he found it, he lay down.

They still ran along shore with the land in sight, and were in great hopes of getting into port that night, but the wind dying away, they did not get in till nine o'clock the next night. All this time Purnell remained like a child; some one was always with him, to give him whatever he wished to eat or drink.

As soon as they came to anchor, Captain Castleman went on shore, and returned on board the next morning with the owner, John Picket, Esq. Soon after they got Purnell into a boat, and carried him on shore; but he was still so very feeble, that he was obliged to be supported by two men. Mr Picket took a very genteel lodging for him, and hired a nurse to attend him; he was immediately put to bed, and afterwards provided with a change of clothes. In the course of the day he was visited by every doctor in the town, who all gave him hopes of recovering, but told him it would be some time, for the stronger the constitution, the longer (they said) it took to recover its lost strength. Though treated with the utmost tenderness and humanity, it was three weeks before he was able to come down stairs. He stayed in Marblehead two months, during which he lived very comfortably, and gradually recovered his strength. The brig's boat and oars were sold for 95 dollars, which paid all his expenses, and procured him a passage to Boston. The nails of his fingers and toes withered away almost to nothing, and did not begin to grow for many months after.

THE LOSS OF THE PEGGY.

On the 28th of September, 1785, the Peggy, commanded by Capt. Knight, sailed from the harbor of Waterford, Ireland, for the port of New York, in America.

Here it is necessary to observe, that the Peggy was a large unwieldy Dutch-built ship, about eight hundred tons burden, and had formerly been in the Norway, and timber trade, for which, indeed, she seemed, from her immense bulk, well calculated. There being no freight in readiness for America, we were under the necessity of taking in ballast: which consisted of coarse gravel and sand, with about fifty casks of stores, fresh stock, and vegetables, sufficient to last during the voyage; having plenty of room, and having been most abundantly supplied by the hospitable neighbourhood, of which we were about to take our leave.

We weighed anchor, and with the assistance of a rapid tide and pleasant breeze, soon gained a tolerable offing: we continued under easy sail the remaining part of the day, and towards sunset lost sight of land.

Sept. 29th, made the old head of Kingsale; the weather continuing favorable, we shortly came within sight of Cape Clear, from whence we took our departure from the coast of Ireland.

Nothing material occurred for several days, during which time we traversed a vast space of the Western Ocean.

Oct. 12th, the weather now became hazy and squally;—all hands turned up to reef top-sails, and strike top-gallant-yards. —Towards night the squalls were more frequent, indicating an approaching gale:—We accordingly clued, reefed top-sails, and struck top-gallant-masts; and having made all snug aloft, the ship weathered the night very steadily.

On the 13th the crew were employed in setting up the rigging, and occasionally pumping, the ship having made much water during the night. The gale increasing as the day advanced, occasioned the vessel to make heavy rolls, by which an accident happened, which was near doing much injury to the captain's cabin. A puncheon of rum, which was lashed

on the larboard side of the cabin, broke loose, a sudden jerk having drawn assunder the cleets to which it was fastened. By its velocity it stove in the state-rooms, and broke several utensils of the cabin furniture. The writer of this, with much difficulty, escaped with whole limbs · but not altogether unhurt, receiving a painful bruise on the right foot : having, however, escaped from the cabin, the people on deck were given to understand that the rum was broken loose. The word rum soon attracted the sailor's attention, and this cask being the ship's only stock, they were not tardy (as may be supposed) in rendering their assistance to double lash, what they anticipated—the delight, of frequently splicing the main-brace therewith during their voyage.

On the 14th the weather became moderate, and the crew were employed in making good the stowage of the stores in the hold, which had given way during the night ;—shaking reefs out of the top-sails, getting up top-gallant-masts and yards, and rigging out studding-sails. All hands being now called to dinner, a bustle and confused noise took place on deck. The captain (who was below) sent the writer of this to discover the cause thereof, but before he could explain, a voice was crying out in a most piteous and vociferous tone. The captain and chief mate jumped on deck, and found the crew had got the cook laid on the windlass, and were giving him a most severe cobbing with a flat piece of his own fire wood. As soon as the captain had reached forward, he was much exasperated with them for their precipitate conduct, in punishing without his knowledge and permission, and having prohibited such proceedings in future cases, he inquired the cause of their grievance. The cook, it seems, having been served out fresh water to dress vegetables for all hands, had inadvertently used it for some other purpose, and boiled the greens in a copper of salt water, which rendered them so intolerably tough, that they were not fit for use ; consequently the sailors had not their expected garnish, and a general murmur taking place, the above punishment was inflicted.

A steady breeze ensuing, all sails filled and the ship made way, with a lofty and majestic air ; and at every plunge of her bows, which was truly Dutch-built, rose a foam of no small appearance.

During four days the weather continued favorable, which flattered the seamen with a speedy sight of land.

On the 19th we encountered a very violent gale, with an unusual heavy sea :—The ship worked greatly, and took in

much water through her seams ;—the pumps were kept frequently going. At mid-day, while the crew were at dinner, a tremendous sea struck the ship right aft, which tore in the cabin windows, upset the whole of the dinner, and nearly drowned the captain, mate, and myself, who was at that time holding a dish on the table, while the captain was busily employed in carving a fine goose, which, much to our discomfiture, was entirely drenched by the salt-water. Some of the coops were washed from the quarter-deck, and several of the poultry destroyed.

In consequence of the vessel shipping so great a quantity of water, the pumps were doubly manned, and soon gained on her. The gale had not in the least abated during the night. The well was plumbed, and there was found to be a sudden and alarming increase of water. The carpenter was immediately ordered to examine the ship below, in order to find the cause of the vessel's making so much water. His report was, she being a very old vessel, her seams had considerably opened by her laboring so much, therefore, could devise no means at present to prevent the evil. He also reported, the mizen-mast to be in great danger.

The heel of the mizen-mast being stepped between decks (a very unusual case, but probably it was placed there in order to make more room for stowage in the after-hold) was likely to work from its step, and thereby might do considerable damage to the ship.

The captain now held a consultation with the officers, when it was deemed expedient to cut the mast away without delay : this was accordingly put into execution the following morning, as soon as the day made its appearance. The necessary preparations having been made, the carpenter began hewing at the mast, and quickly made a deep wound. Some of the crew were stationed ready to cut away the stays and lanyards, whilst the remaining part was anxiously watching the momentary crash which was to ensue ; the word being given to cut away the weather-lanyards, as the ship gave a lee-lurch, the the whole of the wreck of the mast plunged, without further injury, into the ocean.

The weather still threatening a continuance, our principal employ was at the pumps, which were kept continually going. The sea had now rose to an alarming height, and frequently struck the vessel with great violence. Towards the afternoon part of the starboard bulwark was carried away by the shock of a heavy sea, which made the ship broach-to, and before she could

answer her helm again, a sea broke through the fore-chains, and swept away the caboose and all its utensils from the deck; fortunately for the cook he was assisting at the pumps at the time, or he inevitably must have shared the same fate as his galley.

Notwithstanding the exertions of the crew, the water gained fast, and made its way into the hold, which washed a great quantity of the ballast through the timber-holes into the hull, by which the suckers of the pumps were much damaged, and thereby frequently choaked. By such delays the leaks increased rapidly. We were under the necessity of repeatedly hoisting the pumps on deck, to apply different means which were devised to keep the sand from entering, but all our efforts proved ineffectual, and the pumps were deemed of no further utility. There was now no time to be lost; accordingly it was agreed that the allowance of fresh water should be lessened to a pint a man; the casks were immediately hoisted from the hold, and lashed between decks. As the water was started from two of them, they were sawed in two, and formed into buckets, there being no other casks on board fit for that purpose; the whips were soon applied, and the hands began bailing at the fore and after hatchways which continued without intermission the whole of the night, each man being suffered to take one hour's rest, in rotation.

The morning of the 22d presented to our view a most dreary aspect,—a dismal horizon encircling—not the least appearance of the gale abating—on the contrary, it seemed to come with redoubled vigor—the ballast washing from side to side of the ship at each roll, and scarce a prospect of freeing her. Notwithstanding these calamities, the crew did not relax their efforts. The main-hatchway was opened and fresh buckets went to work; the captain and mate alternately relieving each other at the helm. The writer's station was to supply the crew with grog, which was plentifully served to them every two hours. By the motion of the ship the buckets struck against the combings of the hatchways with great violence, and in casting them in the hold to fill, they frequently struck on the floating pieces of timber which were generally used as chocks in stowing the hold. By such accidents the buckets were repeatedly stove, and we were under the necessity of cutting more of the water casks to supply their place. Starting the fresh water overboard was reluctantly done, particularly as we now felt the loss of the caboose, and were under the necessity of eating the meat raw, which occasioned us to

be very thirsty. Night coming on, the crew were not allowed to go below to sleep; each man, when it came to his turn, stretched himself on the deck.

Oct. 23. Notwithstanding the great quantity of water bailed from the vessel, she gained so considerably that she had visibly settled much deeper in the water. All hands were now called aft, in order to consult on the best measures. It was now unanimously resolved to make for the island of Bermudas, it being the nearest land. Accordingly we bore away for it, but had not sailed many leagues before we found that the great quantity of water in the vessel had impeded her steerage so much that she would scarcely answer her helm; and making a very heavy lurch, the ballast shifted, which gave her a great lift to the starboard, and rendered it very difficult to keep a firm footing on deck. The anchors which were stowed on the larboard bow were ordered to be cut away, and the cables which were on the orlop deck to be hove overboard in order to right her; but all this had a very trifling effect, for the ship was now become quite a log.

The crew were still employed in baling; one of whom, in preventing a bucket from being stove against the combings, let go his hold, and fell down the hatchway; with great difficulty he escaped being drowned or dashed against the ship's sides. Having got into a bucket which was instantly lowered, he was providentially hoisted on deck without any injury.

During the night the weather became more moderate, and on the following morning, (Oct. 25), the gale had entirely subsided, but left a very heavy swell. Two large whales approached close to the ship. They sported around the vessel the whole of the day, and after dusk disappeared.

Having now no further use of the helm, it was lashed down, and the captain and mate took their spell at the buckets. My assistance having been also required, a boy of less strength, whose previous business was to attend the cook, now took my former station of serving the crew with refreshments. This lad had not long filled his new situation of drawing out rum from the cask, before he was tempted to taste it, and which having repeatedly done he soon became intoxicated, and was missed on deck for some time. I was sent to look for him. The spigot I perceived out of the cask, and the liquor running about, but the boy I could not see for some time; however looking down the lazeretto (the trap-door of which was lying open), I found him fast asleep. He had luckily fallen on some sails which were stowed there, or he must have perished

On the 26th and 27th of Oct. the weather continued quite clear, with light baffling winds. A man was constantly kept aloft to look out for a sail The rest of the crew were employed at the whips.

On the 28th the weather began to lower, and appeared inclined for rain. This gave some uneasiness, being apprehensive of a gale. The captain therefore directed the carpenter to overhaul the long-boat, caulk her, and raise a streak, which orders were immediately complied with ; but when he went to his locker for oakum, he found it plundered of nearly the whole of his stock—all hands were therefore set to picking, by which means he was soon supplied.

It was totally clear on the 29th, with a fresh breeze, but the ship heeled so much that her gunwale at times was under water, and the crew could scarcely stand on deck. All hands were now ordered to assemble aft, when the captain in a short address, pointed out the most probable manner by which they could be saved. All agreed in opinion with him, and it was resolved that the long-boat should be hoisted out as speedily as possible, and such necessaries as could be conveniently stowed, to be placed in her. Determined no longer to labor at the buckets, the vessel, which could not remain above water many hours after we had ceased baling, was now abandoned to her fate.

I now began to reflect on the small chance we had of being saved—twenty-two people in an open boat—upwards of three hundred miles from the land—in a boisterous climate, and the whole crew worn out with fatigue ! The palms of the crew's hands were already so flayed it could not be expected that they could do much execution with the oars—while thus reflecting on our perilous situation, one of our oldest seamen, who at this moment was standing near me, turned his head aside to wipe away a tear—I could not refrain from sympathizing with him—my heart was already full ;—The captain perceiving my despondency bade me be of good cheer, and called me a young lubber.

The boat having been hoisted out, and such necessaries placed in her as were deemed requisite, one of the hands was sent aloft to lash the colors downwards to the main-top-mast shrouds ; which having done, he placed himself on the cross-trees, to look around him, and almost instantly hallooed out, —"A sail."—It would be impossible to describe the ecstatic emotions of the crew : every man was aloft, in order to be satisfied ; though, a minute before, not one of the crew was able to stand upright.

The sail was on our weather-bow, bearing right down on us with a smart breeze. She soon perceived us, but hauled her wind several times, in order to examine our ship. As she approached nearer she clearly perceived our calamitous situation, and hastened to our relief.

She proved to be a Philadelphia schooner, bound to Cape Francois, in St. Domingo. The captain took us all on board in the most humane and friendly manner, and after casting our boat adrift, proceeded on his voyage. When we perceived our ship from the vessel on which we were now happily on board, her appearance was truly deplorable.

The captain of the schooner congratulated us on our fortunate escape, and expressed his surprise that the ship should remain so long on her beam ends, in such a heavy sea, without capsizing. We soon began to distance the wreck, by this time very low in the water, and shortly after lost sight of her.

The evening began to approach fast, when a man loosing the main-top-sail, descried a sail directly in the same course on our quarter. We made sail for her, and soon came within hail of her. She proved to be a brig from Glasgow, bound to Antigua. It was now determined, between the captains, that half of our people should remain in the schooner, and the captain, mate, eight of the crew, and myself, should get on board the brig. On our arrival at Antigua we met with much kindness and humanity.

LOSS OF HIS MAJESTY'S SHIP LITCHFIELD.

The Litchfield, Captain Barton, left Ireland on the 11th of November, 1758, in company with several other men of war and transports, under the command of Commodore Keppel, intended for the reduction of Goree. The voyage was prosperous till the 28th, when at eight in the evening I took charge of the watch, and the weather turned out very squally with rain. At nine it was extremely dark, with much

lightning, the wind varying from S. W. to W. N. W. At half past nine, had a very hard squall. Captain Barton came upon deck and staid till ten; then left orders to keep sight of the commodore, and to make what sail the weather would permit. At eleven, saw the commodore bearing south, but the squalls coming on so heavy, were obliged to hand the main-top-sail, and at twelve o'clock, were under our courses

November the 29, at one in the morning, I left the deck in charge of the first lieutenant; the light, which we took to be the commodore's right ahead, bearing S. wind W. S.W. blowing very hard; at six in the morning I was awakened by a great shock, and a confused noise of the men on deck. I ran up, thinking some ship had run foul of us, for, by my own reckoning, and that of every other person in the ship, we were at least 35 leagues distant from land; but, before I could reach the quarter-deck, the ship gave a great stroke upon the ground, and the sea broke all over her. Just after this, I could perceive the land, rocky, rugged and uneven, about two cables' length from us. The ship lying with her broadside to windward, the masts soon went overboard, carrying some men with them. It is impossible for any one but a sufferer to feel our distress at this time; the masts, yards, and sails hanging alongside in a confused heap; the ship beating violently upon the rocks; the waves curling up to an incredible height, then dashing down with such force as if they would immediately have split the ship to pieces, which we, indeed, every moment expected. Having a little recovered from our confusion, saw it necessary to get every thing we could over to the larboard side, to prevent the ship from heeling off, and exposing the deck to the sea. Some of the people were very earnest to get the boats out contrary to advice; and, after much intreaty, notwithstanding a most terrible sea, one of the boats was launched, and eight of the best men jumped into her, but she had scarcely got to the ship's stern, when she was whirled to the bottom, and every soul in her perished. The rest of the boats were soon washed to pieces on the deck.— We then made a raft of the davit, capstan-bars and some boards, and waited with resignation, for divine Providence to assist us.

The ship soon filled with water, so that we had no time to get any provision up; the quarter-deck and poop were now the only place we could stand on with security, the waves being mostly spent by the time they reached us, owing to the fore part of the ship breaking them

At four in the afternoon, perceiving the sea to be much abated, one of our people attempted to swim, and got safe on shore. There were numbers of Moors upon the rocks ready to take hold of any one, and beckoned much for us to come ashore, which, at first we took for kindness, but they soon undeceived us, for they had not the humanity to assist any that was entirely naked, but would fly to those who had any thing about them, and strip them before they were quite out of the water, wrangling among themselves about the plunder; in the mean time the poor wretches were left to crawl up the rocks if they were able, if not, they perished unregarded. The second lieutenant and myself, with about sixty-five others, got ashore before dark, but were left exposed to the weather on the cold sand. To preserve ourselves from perishing of cold, were obliged to go down to the shore, and to bring up pieces of the wreck to make a fire. While thus employed, if we happened to pick up a shirt or handkerchief, and did not give it to the Moors at the first demand, the next thing was a dagger presented to our breast.

They allowed us a piece of an old sail, which they did not think worth carrying off; with this we made two tents, and crowded ourselves into them, sitting between one another's legs to preserve warmth, and make room. In this uneasy situation, continually bewailing our misery, and that of our poor shipmates on the wreck, we passed a most tedious night, without so much as a drop of water to refresh ourselves, excepting what we caught through our sail-cloth covering.

November the 30th, at six in the morning, went down with a number of our men upon the rocks, to assist our shipmates in coming ashore, and found the ship had been greatly shattered in the night. It being now low water, many attempted to swim ashore; some got safe, but others perished. The people on board got the raft into the water, and about fifteen men placed themselves upon it. They had no sooner put off from the wreck, than it overturned; most of the men recovered it again, but, scarcely were they on, before it was a second time overturned. Only three or four got hold of it again, and all the rest perished. In the mean time, a good swimmer brought with much difficulty a rope ashore, which I had the good fortune to catch hold of, just when he was quite spent, and had thoughts of quitting it.

Some people coming to my assistance, we pulled a large rope ashore with that, and made it fast round a rock. We found this gave great spirits to the poor souls upon the wreck;

it being hauled taught from the upper part of the stern, made an easy descent to any who had art enough to walk or slide upon a rope, with a smaller rope fixed above to hold by. This was a means of saving a number of lives, though many were washed off by the impetuous surf, and perished. The flood coming on, raised the surf, and prevented any more from coming at that time, so that the ropes could be of no further use. We then retired from the rocks; and hunger prevailing, set about boiling some of the drowned turkeys, &c. which with some flour mixed into a paste, and baked upon the coals, constituted our first meal upon this barbarous coast. We found a well of fresh water about a half a mile off, which very much refreshed us. But we had scarcely finished this coarse repast, when the Moors, who were now grown numerous, drove us all down to the rocks to bring up empty iron bound casks, pieces of the wreck which had the most iron about them, and other articles.

About three o'clock in the afternoon we made another meal on the drowned poultry, and finding this was the best provision we were likely to have; some were ordered to save all they could find, others to raise a larger tent, and the rest sent down to the rocks to look for people coming ashore. The surf greatly increasing with the flood, and breaking upon the fore-part of the ship, she was divided into three parts; the fore-part turned keel up, the middle part soon dashed into a thousand pieces; the fore-part of the poop likewise fell at this time, and about thirty men with it, eight of whom got ashore with our help, but so bruised, that we despaired of their recovery. Nothing but the after-part of the poop now remained above water, and a very small part of the other decks, on which our captain, and about 130 more remained, expecting every wave to be their last. Every shock threw some off; few or none of whom came on shore alive. During this distress the Moors laughed uncommonly, and seemed much diverted, when a wave larger than usual, threatened the destruction of the poor wretches on the wreck. Between four and five o'clock the sea was decreased with the ebb; the rope being still secure, the people began to venture upon it; some tumbled off and perished, but others reached the shore in safety.

About five, we beckoned as much as possible for the captain to come upon the rope, as this seemed to be as good an opportunity as any we had seen; and many arrived in safety with our assistance. Some told us that the captain

was determined to stay till all the men had quitted the wreck, however, we still continued to beckon for him, and before it was dark, saw him come upon the rope. He was closely followed by a good able seaman, who did all he could to keep up his spirits and assist him in warping. As he could not swim, and had been so many hours without refreshment, with the surf hurling him violently along, he was unable to resist the force of the waves, had lost his hold of the great rope, and must inevitably have perished had not a wave thrown him within the reach of our ropes, which he had barely sufficient sense to catch hold of. We pulled him up, and after resting a short time on the rocks, he came to himself, and walked up to the tent, desiring us to continue to assist the rest of the people in coming on shore.

The villians, (the Moors), would have stripped him, though, he had nothing on but a plain waistcoat and breeches, if we had not plucked up a little spirit and opposed them; upon which they thought proper to desist. The people continued to come ashore, though many perished in the attempt. The Moors, at length, growing tired with waiting for so little plunder, would not suffer us to remain on the rocks, but drove us all away. I then, with the captain's approbation, went, and by signs made humble supplication to the bashaw, who was in the tent, dividing the valuable plunder. He understood us at last, and gave us permission to go down, at the same time sending some Moors with us. We carried fire-brands down to let the poor souls on the wreck see that we were still there in readiness to assist them. About nine at night finding that no more men would venture upon the rope, as the surf was again greatly increased, we retired to the tent, leaving by the account of the last man arrived, between thirty and forty souls still upon the wreck. We now thought of stowing every body in the tent, and began by fixing the captain in the middle. Then made every man lie down on his side, as we could not afford them each a breadth; but, after all, many took easier lodging in empty casks.

The next morning the weather was moderate and fair.—We found the wreck all in pieces on the rocks, and the shore covered with lumber. The people upon the wreck all perished about one in morning. In the afternoon we called a muster, and found the number of the survivors to be 220; so that 130 perished on this melancholy occasion.

On the 2d of December, the weather still continued moderate. We subsisted entirely on the drowned stock, and a lit-

tle pork to relish it, and the flour made into cakes; all of which we issued regularly and sparingly, being ignorant whether the Moors would furnish us with any thing, they being still very troublesome, and even wanting to rob us of the canvass which covered our tent.

At two in the afternoon a black servant arrived, sent by Mr. Butler, a Dane, factor to the African Company at Saffy at the distance of about thirty miles, to inquire into our condition and to offer us assistance. The man having brought pens, ink and paper, the captain sent back a letter by him.—Finding there was one who offered us help, it greatly refreshed our afflicted hearts.

In the afternoon of the following day, we received a letter from Mr. Butler, with some bread and a few other necessaries. On the 4th, the people were employed in picking up pieces of sails, and whatever else the Moors would permit them. We divided the crew into messes, and served the necessaries we received the preceding day. They had bread and the flesh of the drowned stock. In the afternoon we received another letter from Mr. Butler, and one at the same time from Mr. Andrews, an Irish gentleman, a merchant at Saffy. The Moors were not so troublesome now as before, most of them going off with what they had got.

On the 5th the drowned stock was entirely consumed, and at low water the people were employed in collecting muscles. At ten in the morning, Mr. Andrews arrived, bringing a French surgeon with medicines and plaisters, of which, some of the men who had been dreadfully bruised, stood in great need.—The following day, we served out one of the blankets of the country to every two men, and pampooses, a kind of slippers, to those who were in most want of them. These supplies were likewise brought us by Mr. Andrews. The people were now obliged to live upon muscles and bread, the Moors, who promised us a supply of cattle, having deceived us, and never returned.

The people on the 7th were still employed in collecting muscles and limpets. The Moors began to be a little civil to us, for fear the emperor should punish them for their cruel treatment to us. In the afternoon, a messenger arrived from the emperer at Salle, with general orders to the people to supply us with provisions. They accordingly brought us some lean bullocks and sheep which Mr. Andrews purchased for us; but at this time we had no pots to make broth in, and the cattle were scarcely fit for any thing else.

In the morning of the 10th, we made preparations for marching to Morocco, the emperor having sent orders for that purpose, and camels to carry the lame and necessaries. At nine, set off with about thirty camels, having got all our liquor with us, divided into hogsheads, for the convenience of carriage on the camels. At noon, joined the crews of one of the transports and a bomb-tender, that had been wrecked about three leagues to the northward of us. We were then all mounted upon camels, excepting the captain, who was furnished with a horse. We never stopped till seven in the evening, when they procured two tents only, which would not contain one third of the men, so that most of them lay exposed to the dew, which was very heavy, and extremely cold. We found our whole number to be 388, including officers, men, boys, three women and a child, which one of the women brought ashore in her teeth.

On the 11th, continued our journey, attended by a number of Moors on horseback. At six in the evening we came to our resting place for that night, and were furnished with tents sufficient to cover all our men.

At five in the morning of the 12th, we set out as before, and, at two in the afternoon, saw the emperor's cavalcade at a distance. At three, a relation of the emperor's, named Muli Adriz, came to us, and told the captain it was the emperor's orders, he should that instant write a letter to our governor at Gibraltar, to send to his Britanic Majesty to inquire whether he would settle a peace with him or not. Captain Barton immediately sat down upon the grass and wrote a letter, which, being given to Muli Adriz, he went and joined the emperor again. At six in the evening came to our resting place for the night, and were well furnished with tents, but very little provisions.

We were, the following day, desired to continue on the same spot, till the men were refreshed, and this repose they greatly needed, and we received a better supply of provisions. That morning, Lieutenant Harrison commanding the soldiers belonging to Lord Forbes's regiment died suddenly in the tent. In the evening, while employed with his interment, the inhuman Moors disturbed us by throwing stones and mocking us. The next day we found that they had opened the grave and stripped the body.

On the 16th, we continued our journey, came to our resting place at four in the afternoon, pitched the tents, and served out the provision. Here our people were ill-treated by

the country Moors. As they were taking water from a brook, the Moors would always spit into the vessel before they would suffer them to take it away. Upon this some of us went down to inquire into the affair, but were immediately saluted with a shower of stones. We ran in upon them, beat some of them pretty soundly, put them to flight, and brought away one who thought to defend himself with a long knife. This fellow was severely punished by the officer who had the charge of conducting us.

The two succeeding days continued our journey, and, at three in the afternoon of the 18th, arrived at the City of Morocco, without having seen a single habitation during the whole journey. Here we were insulted by the rabble, and, at five, were carried before the emperor, surrounded by five or six hundred of his guards. He was on horseback before the gate of his palace, that being the place where he distributes justice to his people. He told Captain Barton, by an interpreter, that he was neither at peace nor war with England, and he would detain us till an ambassador arrived from that country to conclude a permanent treaty. The captain then desired that we might not be treated as slaves. He answered hastily, that we should be taken care of. We were then immediately hurried out of his presence, conveyed to two old ruinous houses, shut up amidst dirt and innumerable vermin of every description. Mr. Butler being at Morocco on business, came and supplied us with victuals and drink, and procured liberty for the captain to go home with him to his lodgings. He likewise sent some blankets for the officers, and we made shift to pass the night with tolerable comfort, being very much fatigued.

At nine in the morning of the 21st, the emperor sent orders for the captain and every officer to appear before him. We immediately repaired to his palace; we remained waiting in an outer yard two hours; in the mean time he diverted himself with seeing a clumsy Dutch boat rowed about in a pond by four of our petty officers. About noon we were called before him, and placed in a line about thirty yards from him. He was sitting in a chair by the side of the pond, accompanied only by two of his chief alcaides. Having viewed us some time, he ordered the captain to come forward, and after asking him a good many questions concerning our navy, and the destination of the squadron to which we had belonged, we were also called forward by two and three at a time as we stood according to our rank. He then asked most of us

some very insignificant questions, and took some to be Portuguese because they had black hair, and others to be Swedes because their hair was light. He judged none of us to be English excepting the captain, the second lieutenant, the ensign of the soldiers, and myself. But assuring him we were all English, he cried Bonno, and gave a nod for our departure, to which we returned a very low bow, and were glad to return to our old ruined houses again. Our total number amounted to thirty.

On the 25th, being Christmas-day, prayers were read to the people as usual in the church of England. The captain this day received a present of tea and loaves of sugar from one of the queens, whose grandfather had been an English renegado.

In the afternoon of the 26th, we received the disagreeable intelligence, that the emperor would oblige all the English to work, like all the other Christian slaves, excepting the officers who were before him on the 21st. The next day this account was confirmed; for, at seven in the morning, an alcaide came and ordered all our people out to work, excepting the sick. Upon our application eight were allowed to stay at home every day to cook for the rest, and this office was performed by turns throughout the whole number. At four in the afternoon the people returned, some having been employed in carrying wood, some in turning up the ground with hoes, and others in picking weeds in the emperor's garden. Their victuals were prepared for them against their return.

On the 28th all the people went to work as soon as they could see, and returned at four in the afternoon. Two of the soldiers received one hundred bastinadoes each, for behaving in a disrespectful manner while the emperor was looking at their work.

On the 30th, Captain Barton received a kind message from the emperor, with permission to ride out or take a walk in his garden with his officers.

From this time the men continued in the same state of slavery till the arrival, in April, of Captain Milbank, sent as an ambassador to the emperor. He concluded a treaty for the ransom of the crew of the Litchfield, together with the other English subjects in the emperor's power, and the sum stipulated to be paid for their release, was 170,000 dollars. Our people accordingly set out for Salee, attended by a bashaw and two soldiers on horseback. On the fourth day of their march, they had a skirmish with some of the country Moors. The dispute began in consequence of some of our men in the

rear stopping at a village to buy some milk, for which, after they had drank it, the Moors demanded an exorbitant price. This our men refused to give, on which the Moors had recourse to blows, which our people returned; and others coming to their assistance, they maintained a smart battle, till the enemy became too numerous. In the meantime some rode off to call the guard, who instantly came up with their drawn scimetars, and dealt round them pretty briskly. During this interval we were not idle, and had the pleasure to see the blood trickling down a good many of their faces. The guards seized the chief man of the village, and carried him before the bashaw, who was our conductor, and who having heard the cause dismissed him without further punishment, in consideration of his having been well drubbed by us.

On the 22d of April, we arrived at Sallee, and pitched our tents in an old castle, whence we soon afterwards embarked on board the Gibraltar, which landed us at Gibraltar on the 27th of June. From that place the captain and crew were put on board the Marlborough store ship, prepared expressly for their reception, and arrived in England in the month of August, 1760.

WRECK OF THE ROTHSAY CASTLE STEAMER.

The Rothsay Castle was a steam packet which formerly traded on the Clyde. She belonged to the line of steamers which sailed from Liverpool to Beaumaris and Bangor, and was furnished with one engine only. She was commanded by Lieut. Atkinson. At ten o'clock on the — of August, 1831, the vessel was appointed to sail from the usual place, George's Pierhead, but a casual delay took place in starting, and it was eleven o'clock before she had got every thing in readiness. Whilst taking passengers on board, a carriage arrived at the Pierhead for embarkation. It belonged to M. W. Foster, Esq. of Regent's park, London, who, with his wife and servant, were conveyed in it to the packet, and took their passage at the same time. They were all subsequently drowned, a little dog which accompanied them being the only survivor of this unfortunate group. When the steamer left the Pierhead her deck was thronged with passengers. The captain, crew, musicians, &c. amounted to fifteen, in addition to whom, it was supposed by persons who saw the vessel sail that one hundred and ten or one hundred and twenty souls were on board. The majority of the passengers consisted of holyday and family parties, chiefly from country places ; and in one of these companies, who came on a journey of pleasure from Bury, the hand of death committed a merciless devastation. It consisted of twenty-six persons ; in the morning, joyous with health and hilarity, they sat out upon the waves, and when the shades of that evening approached, every soul but two saw his last of suns go down.

The weather was not particularly boisterous at the time she sailed. A severe storm however, had raged in the morning

and must have agitated the water on the Banks more than usual. The wind too, blew strongly from the north-west, and the vessel had to contend with the tide, which began to flow soon after she passed the rock. When the steamer arrived off the Floating-light, which is stationed about fifteen miles from Liverpool, the roughness of the sea alarmed many of the passengers.—One of the survivors stated, that Mr. Tarry, of Bury, who, with his family, consisting of himself, his wife, their five children, and servant, was on board, being, in common with others, greatly alarmed for his own safety and the safety of those dear to him, went down to the cabin, where the captain was at dinner, and requested him to put back. His reply was, "I think there is a great deal of fear on board, and very little danger. If we were to turn back with passengers, it would never do—we should have no profit." To another gentleman who urged him to put back, he is reported to have said very angrily, "I'm not one of those that turn back." He remained in the cabin two whole hours, and peremptorily refused to comply with the repeated requests made to him by the more timid of his passengers to return to Liverpool; observing that if they knew him, they would not make the request. Before dinner, his behavior had been unexceptionable; but, after he had dined, a very striking difference was observed in his conduct. He became violent in his manner, and abusive in his language to the men. When anxiously questioned by the passengers, as to the progress the vessel was making, and the time at which she was likely to reach her destination, he returned trifling, and frequently very contradictory answers. During the early part of the voyage, he had spoken confidently of being able to reach Beaumaris by seven o'clock; but the evening wore away, night came on, and the vessel was still a considerable distance from the termination of her voyage. It was near twelve o'clock when they arrived at the mouth of the Menai Strait, which is about five miles from Beaumaris. The tide, which had been running out of the strait, and which had, consequently, for some time previous retarded the steamer's progress towards her destination, was just on the turn. The vessel, according to the statement of two of the seamen and one of the firemen saved, had got round the buoy on the north end of the Dutchman's Bank, and had proceeded up the river as far as the tower on Puffin Island; when suddenly the steam got so low that the engine would not keep her on her proper course. When asked, why there was not steam on, the fireman said, that a deal of

water had been finding its way into the vessel all day, and that sometime before she got into the strait, the bilge-pumps were choked. The water in the hold then overflowed the coals ; so that, in renewing the fires, a deal of water went in with the coals, and made it impossible to keep the steam up. It was the duty of the fireman to give notice of this occurrence ; but he seems not to have mentioned it to the captain. The vessel, which had evidently come fair into the channel, though there was no light on the coast to guide her, now drifted, with the ebb tide and north-west wind, towards the Dutchman's Bank, on the north point of which she struck, her bows sticking fast in the sand. Lieut. Atkinson immediately ordered the man at the helm to put the helm a starboard. The man refused to do so ; but put it to port. The mate, perceiving this, ran aft, took the helm from the man, and put it to starboard again.—In the meantime, the captain and some of the passengers got the jib up.—No doubt he did this intending to wear her round and bring her head to the northward ; but in the opinion of nautical men, it could not make the least difference which way her head was turned, as she was on a lee shore, and there was no steam to work her off. The captain also ordered the passengers first to run aft, in the hope, by removing the pressure from the vessel's stem, to make her float : this failing to produce the desired effect, he then ordered them to run forward. All the exertions of the captain, the crew and passengers united were unavailing. The ill-fated vessel stuck still faster in the sands, and all gave themselves up for lost. The terror of the passengers became excessive. Several of them urged the captain to hoist lights, and make other signals of distress ; but he positively refused to do so, assuring the passengers that there was no danger, and telling them several times, that the packet was afloat, and doing well, and on her way ; when the passengers knew perfectly well that she was sticking fast in the sand, and her cabins rapidly filling with water. Doubtless the unfortunate man was perfectly aware of the imminence of the danger ; but we may charitably suppose, that he held such language for the purpose of preventing alarm which might be fatal. The alarm bell was now rung with so much violence that the clapper broke, and some of the passengers continued to strike it for some time with a stone. The bell was heard, it is said, at Beaumaris, but, as there was no light hoisted on the mast of the steamer, (a fatal neglect !) those who heard the signal were, of course, ignorant whence it proceeded. The

weather, at this awful moment, was boisterous, but perfectly clear. The moon, though slightly overcast, threw considerable light on the surrounding objects.—But a strong breeze blew from the north-west, the tide began to set in with great strength, and a heavy sea beat over the bank on which the steam packet was now firmly and immovably fixed.

We cannot describe the scene which followed. Certain death seemed now to present itself to all on board, and the most affecting scenes were exhibited. The females, in particular, uttered the most piercing shrieks; some locked themselves in each others arms, while others, losing all self-command, tore off their caps and bonnets, in the wildness of despair. A Liverpool pilot, who happened to be in the packet, now raised his voice and exclaimed, "It is all over—we are all lost!" At these words there was a universal despairing shriek. The women and children collected in a knot together, and kept embracing each other, keeping up, all the time, the most dismal lamentations. When tired with crying they lay against each other, with their heads reclined, like inanimate bodies. The steward of the vessel and his wife, who was on board, lashed themselves to the mast, determined to spend their last moments in each other's arms. Several husbands and wives also met their fate locked in each other's arms; whilst parents clung to their beloved children,—several mothers it is said, having perished with their dear little ones firmly clasped in their arms. A party of the passengers, about fifteen or twenty, lowered the boat and crowded into it. It was impossible for any open boat to live in such a sea, even though not overloaded, and she immediately swamped and went to the bottom, with all who had made this last hopeless effort for self-preservation.

For some time the vessel, though now irrecoverably lost, continued to resist the action of the waves, and the despairing souls on board still struggled with their doom. But hope had forever fled; the packet was beaten and tossed about by the tumultuous waters with a violence which threatened to dash her into fragments at every shock, and the sea now made a continual breach over her. The decks were repeatedly swept by the boiling ocean, and each billow snatched its victims to a watery grave. The unfortunate captain and his mate were among the first that perished. About thirty or forty passengers were standing upon the poop clinging to each other in hopeless agony, and occasionally uttering the most piteous ejaculations. Whilst trembling thus upon the brink

of destruction, and expecting every moment to share the fate which had already overtaken so many of their companions in misery, the poop was discovered to give way ; another wave rolled on with impetuous fury, and the hinder part of the luckless vessel, with all who sought safety in its frail support, was burst away from its shattered counterpart, and about forty wretched beings hurried through the foaming flood into an eternal world.

"Then rose from sea to sky the wild farewell,
Then shrieked the timid, and stood still the brave."

Those who retained any degree of sensibility endeavored to catch at whatever was floating within their reach, with the vain hope of prolonging their lives though it was certain that life could only lengthen their sufferings. Many grasped with frantic despair, at the slightest object they could find, but were either too weak to retain their hold, or were forced to relinquish their grasp by the raging of the surge. The rudder was seized by eight of the sinking creatures at the same time, and some of them, were ultimately preserved. The number of those who clung to the portion of the wreck which remained upon the bank gradually grew thinner and thinner, as they sunk under their fatigues, or were hurled into the deep by the remorseless waves. At length, about an hour and a half from the time when she struck, the remnant of the Rothsay Castle disappeared from the bosom of the ocean, and the remainder of her passengers and crew were precipitated into the foaming abyss.

SHIPWRECK OF THE FRENCH SHIP DROITS DE L'HOMME.

On the 5th of January, 1797, returning home on leave of absence from the West Indies, in the Cumberland letter of marque, for the recovery of my health, saw a large man of war off the coast of Ireland, being then within four leagues of the mouth of the river Shannon. She hoisted English colours,

and decoyed us within gun-shot, when she substituted the tri-coloured flag, and took us. She proved to be les Droits de L'Homme, of 74 guns, commanded by the ci-devant baron, now citizen La Crosse, and had separated from a fleet of men of war, on board of which were twenty thousand troops, intended to invade Ireland. On board of this ship was General Humbert, who afterwards effected a descent into Ireland (in 1799) with nine hundred troops and six hundred seamen.

On the 7th of January went into Bantry Bay to see if any of the squadron was still there, and on finding none, the ship proceeded to the southward. Nothing extraordinary occurred until the evening of the 13th, when two men of war hove in sight, which afterwards proved to be the Indefatigable and Amazon frigates. It is rather remarkable that the captain of the ship should inform me, that the squadron which was going to engage him was Sir Edward Pellow's, and declared, as was afterwards proved by the issue, "that he would not yield to any two English frigates, but would sooner sink his ship with every soul on board." The ship was then cleared for action, and we English prisoners, consisting of three infantry officers, two captains of merchantmen, two women, and forty-eight seamen and soldiers, were conducted down to the cabin tier at the foot of the fore-mast.

The action began with opening the lower deck ports, which, however were soon shut again, on account of the great sea, which occasioned the water to rush in to that degree that we felt it running on the cables. I must here observe, that this ship was built on a new construction, considerably longer than men of war of her rate, and her lower-deck, on which she mounted thirty-two pounders French, equal to forty pounders English, was two feet and a half lower than usual The situation of the ship, before she struck on the rocks, has been fully elucidated by Sir Edward Pellow, in his letter of the 17th of January, to Mr. Nepeau. The awful task is left for me to relate what ensued.

At about four in the morning a dreadful convulsion, at the foot of the fore-mast, roused us from a state of anxiety for our fate, to the idea that the ship was sinking. It was the foremast that fell over the side; in about a quarter of an hour an awful mandate from above was re-echoed from all parts of the ship; Pouvores Anglais! Pouvores Anglais! Montez bieu vite nous commes tous perdus!—"poor Englishmen! poor Englishmen! come on deck as fast as you can, we are all lost!" Every one rather flew than climbed. Though scarce

ly able to move before, from sickness, yet I now felt an energetic strength in all my frame, and soon gained the upper deck, but what a sight! dead, wounded and living, intermingled in a state too shocking to describe; not a mast standing, a dreadful loom of the land, and breakers all around us.—The Indefatigable, on the starboard quarter, appeared standing off, in a most tremendous sea, from the Penmark rocks, which threatened her with instant destruction. To the great humanity of her commander, those few persons who survived the shipwreck, are indebted for their lives, for had another broadside been fired, the commanding situation of the Indefatigable must have swept off at least a thousand men. On the starboard side was seen the Amazon, within two miles, just struck on the shore. Our own fate drew near. The ship struck and immediately sunk! Shrieks of horror and dismay were heard from all quarters, while the merciless waves tore from the wreck many early victims. Day-light appeared, and we beheld the shore lined with people who could render us no assistance. At low water, rafts were constructed, and the boats were got in readiness to be hoisted out. The dusk arrived, and an awful sight ensued. The dawn of the second day brought with it still severer miseries than the first, for the wants of nature could scarcely be endured any longer, having been already near thirty hours without any means of subsistance, and no possibility of procuring them.

At low water a small boat was hoisted out, and an English captain and eight sailors succeeded in getting to the shore.—Elated at the success of these men all thought their deliverance at hand, and many launched out on their rafts, but, alas! death soon ended their hopes.

Another night renewed our afflictions. The morning of the third, fraught with still greater evils, appeared; our continued sufferings made us exert the last effort, and we English prisoners, tried every means to save as many of our fellow creatures as lay in our power. Larger rafts were constructed, and the largest boat was got over the side. The first consideration was to lay the surviving wounded, the women and helpless men in the boat, but the idea of equality, so fatally promulgated among the French, destroyed all subordination, and nearly one hundred and twenty having jumped into the boat, in defiance of their officers, they sunk her.—The most dreadful sea that I ever saw seemed at that moment to aggravate our calamity; nothing of the boat was seen for a

quarter of an hour, when the bodies floated in all directions; then appeared, in all their horrors, the wreck, the shores, the dying and the drowned! Indefatigable in acts of humanity, an adjutant general, Renier, launched himself into the sea, to obtain succours from the shore, and perished in the attempt

Nearly one half the people had already perished, when the horrors of the fourth night renewed all our miseries. Weak, distracted, and destitute of every thing, we envied the fate of those whose lifeless corpses no longer wanted sustenance.—The sense of hunger was already lost, but a parching thirst consumed our vitals. Recourse was had to urine and salt water, which only increased the wants; half a hogshead of vinegar indeed floated up, of which each had half a wine glass; it afforded a momentary relief, but soon left us again in the same state of dreadful thirst. Almost at the last gasp, every one was dying with misery, and the ship, now one third shattered away from the stern, scarcely affored a grasp to hold by, to the exhausted and helpless survivors.

The fourth day brought with it a more serene sky, and the sea seemed to subside, but to behold, from fore to aft, the dying in all directions, was a sight too shocking for the feeling mind to endure. Almost lost to a sense of humanity, we no longer looked with pity on those whom we considered only as the forerunners of our own speedy fate, and a consultation took place, to sacrifice some one to be food for the remainder. The die was going to be cast, when the welcome sight of a man of war brig renewed our hopes.

A cutter speedily followed, and both anchored at a short distance from the wreck. They then sent their boats to us, and by means of large rafts, about one hundred, out of four hundred who attempted, were saved by the brig that evening.—Three hundred and eighty were left to endure another night's misery, when, dreadful to relate, above one half were found dead the next morning!

I was saved about ten o'clock on the morning of the 18th, with my brother officers, the captain of the ship, and General Humbert. They treated us with great humanity on board the cutter, giving us a little weak brandy and water every five or six minutes, and after that a bason of good soup. I fell on the locker in a kind of trance for near thirty hours, and swelled to such a degree as to require medical aid to restore my decayed faculties. Having lost all our baggage, we were taken to Brest almost naked, where they gave us a rough shift of clothes, and in consequence of our sufferings, and the help

we afforded in saving many lives, a cartel was fitted out by order of the French Government to send us home, without ransom or exchange. We arrived at Plymouth on the 7th of March following.

To that Providence, whose great workings I have experienced in this most awful trial of human afflictions, be ever offered the tribute of my praise and thanksgiving.

THE LOSS OF HIS MAJESTY'S SHIP, QUEEN CHARLOTTE.

The Queen Charlotte was, perhaps, one of the finest ships in the British navy. She was launched in 1790, and her first cruise was with the fleet fitted out against Spain, in consequence of the dispute respecting Nootka Sound. Lord Howe, who was the commander and chief of the fleet, was then on board of her; and she also bore his lordship's flag on the first of June. After which she was sent to the Mediterranean, and was the flag-ship of the commander in chief on that station. In March, 1800, she was despatched by that nobleman to reconnoitre the island of Cabrera, about thirty leagues from Leghorn, then in the possession of the French, and which it was his lordship's intention to attack. On the morning of the 17th the ship was discovered to be on fire, at the distance of three or four leagues from Leghorn. Every assistance was promptly forwarded from the shore, but a number of boats, it appears, were deterred from approaching the wreck, in consequence of the guns, which were shotted, and which, when heated by the fire, discharged their contents in every direction.

The only consolation that presents itself under the pressure of so calamitous a disaster is, that it was not the effect either of treachery or wilful neglect, as will appear by the following official statement of the carpenter:—

"Mr. John Braid, carpenter of the Queen Charlotte, reports, that twenty minutes after 6 o'clock in the morning, as he

was dressing himself he heard throughout the ship a general cry of 'fire.' On which he immediately ran up the after-ladder to get upon deck, and found the whole half-deck, the front bulk-head of the admiral's cabin, the main-mast's coat, and boat's covering on the booms, all in flames; which, from every report and probability, he apprehends was occasioned by some hay, which was lying under the half-deck, having been set on fire by a match in a tub, which was usually kept there for signal guns.—The main-sail at this time was set, and almost entirely caught fire; the people not being able to come to the clue garnets on account of the flames.

"He immediately went to the forecastle, and found Lieut. Dundas and the boatswain encouraging the people to get water to extinguish the fire. He applied to Mr. Dundas, seeing no other officer in the fore-part of the ship (and being unable to see any on the quarter-deck, from the flames and smoke between them) to give him assistance to drown the lower-decks, and secure the hatches, to prevent the fire falling down. Lieut. Dundas accordingly went down himself, with as many people as he could prevail upon to follow him: and the lower-deck ports were opened, the scuppers plugged, the main and fore-hatches secured, the cocks turned, and water drawn in at the ports, and the pumps kept going by the people who came down, as long as they could stand at them.

"He thinks that by these exertions the lower-deck was kept free from fire, and the magazines preserved for a long time from danger; nor did Lieut. Dundas, or he, quit this station, but remained there with all the people who could be prevailed upon to stay, till several of the middle-deck guns came through that deck.

"About nine o'clock Lieut. Dundas and he, finding it impossible to remain any longer below, went out at the fore-mast lower deck port, and got upon the fore-castle; on which he apprehends there were then about one hundred and fifty of the people drawing water, and throwing it as far aft as possible upon the fire.

"He continued about an hour on the fore-castle; and finding all efforts to extinguish the flames unavailing, he jumped from the jib-boom, and swam to an American boat approaching the ship, by which he was picked up and put into a Tartan then in the charge of Lieut. Stewart, who had come off to the assistance of the ship.

(Signed) "JOHN BRAID."

Leghorn, March 18, 1800.

Capt. Todd remained upon deck, with his First Lieutenant, to the last moment, giving orders for saving the crew, without thinking of his own safety. Before he fell a sacrifice to the flames, he had time and courage to write down the particulars of this melancholy event, for the information of Lord Keith, of which he gave copies to different sailors, entreating them, that whoever should escape might deliver it to the admiral.

Thus fell victims to perhaps a too severe duty, the captain and his first lieutenant, at a time when they still had it in their power to save themselves; but self-preservation is never a matter of consideration in the exalted mind of a British naval officer, when the safety of his crew is at stake.

Lord Keith and some of the officers were providentially on shore, at Leghorn, when the dreadful accident occurred. Twenty commissioned and warrant officers, two servants and 142 seamen, are the whole of the crew that escaped destruction out of nearly 900 souls on board, that for nearly four hours exerted every nerve to avoid that dreadful termination which too surely awaited them

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A SCENE IN THE ATLANTIC OCEAN.

On the morning of the 5th of August, 1833, during a severe gale in lat. 46, lon. 31, Capt. Dempsey, of the ship Kingston, discovered at a short distance to leeward, a brig lying on her beam ends, with flag of distress waving. Capt. D. instantly bore down towards her, when she proved to be the Albion, of Cork, crowded with passengers. Having reached within hail of the unfortunate vessel, a heart-rending scene presented itself "We beheld," says Capt. Dempsey, "the brig reeling ere she took the farewell plunge—witnessed the cool intrepidity of the sailors, even at such a moment—and listened, with feelings the most harrowing, to the piercing shrieks of the ill-fated passengers. The crew of the Kingston flung their best boat into the boiling Atlantic, but every exertion was vain—the angry ocean soon made her its prey. The Albion went down with every human soul on board

DEPARTURE OF THE FRENCH FRIGATE MEDUSA

SHIPWRECK OF THE FRENCH FRIGATE MEDUSA,

On the Western Coast of Africa. By MADAME DARD, *one of the Sufferers.*

In the year 1816, an expedition was fitted out by the French to go and resume possession of Senegal, which had been restored to them.—My father was reinstated in his place of resident attorney, and taking with him his family repaired immediately to Rochefort to embark on board the Medusa frigate.

Early on the morning of the 12th of June, we were on our way to the boats that were to convey us on board the Medusa, which was riding at anchor off the island of Aix, distant about four leagues from Rochefort. The field through which we passed was sown with corn. Wishing before I left our beautiful France, to make my farewell to the flowers, and, whilst our family went leisurely forward to the place where we were to embark upon the Charente, I crossed the furrows, and gathered a few blue-bottles and poppies. We soon arrived at the place of embarkation, where we found some of our fellow passengers, who, like myself, seemed casting a last look to Heaven, whilst they were yet on the French soil.—We embarked, however and left these happy shores. In descending the tortuous course of the Charente, contrary winds so impeded our progress, that we did not reach the Medusa till the morrow, having taken twenty-four hours in sailing four leagues. At length we mounted the deck of the Medusa, of painful memory. When we got on board, we found our berths not provided for us, consequently were obliged to remain indiscriminately together till the next day. Our family, which consisted of nine persons, was placed in a berth near the main deck. As the wind was still contrary, we lay at anchor for seventeen days.

On the 17th of June, at four in the morning, we set sail,

as did the whole expedition, which consisted of the Medusa frigate, the Loire store-ship, the Argus brig and the Echo corvette. The wind being favorable, we soon lost sight of the green fields of l'Aunis. At six in the morning, however, the island of Rhe still appeared above the horizon. We fixed our eyes upon it with regret, to salute for the last time our dear country. Now, imagine the ship borne aloft, and surrounded by huge mountains of water, which at one moment tossed it in the air, and at another plunged it into the profound abyss.

The waves, raised by a stormy northwest breeze, came dashing in a horrible manner against the sides of our ship.—I knew not whether it was a presentiment of the misfortune which menaced us that had made me pass the preceding night in the most cruel inquietude. In my agitation, I sprang upon deck, and contemplated with horror the frigate winging its way upon the waters. The winds pressed against the sails with great violence, strained and whistled among the cordage; and the great bulk of wood seemed to split every time the surge broke upon its sides. On looking a little out to sea I perceived at no great distance on our right, all the other ships of the expedition, which quieted me very much. Towards ten in the morning the wind changed; immediately an appalling cry was heard, concerning which the passengers, as well as myself, were equally ignorant. The whole crew were in motion. Some climbed the rope ladders, and seemed to perch on the extremities of the yards; others mounted to the highest parts of the mast; these bellowing and pulling the cordages in cadence; those crying, swearing, whistling, and filling the air with barbarous and unknown sounds. The officer on duty, in his turn, roaring out these words, starboard, larboard, hoist, luff, tack, which the helmsman repeated in the same tone. All this hubbub, however, produced its effect; the yards were turned on their pivots, the sails set, the cordage tightened, and the unfortunate sea-boys having received their lesson descended to the deck. Every thing remained tranquil, except that the waves still roared, and the masts continued their creaking. However the sails were swelled, the wind less violent, though favorable, and the mariner, while he caroled his song, said we had a noble voyage.

During several days we did indeed enjoy a delightful passage. All the ships of the expedition still kept together; but at length the breeze became changeable, and they all disap-

peared. The Echo, however, still kept in sight, and persisted in accompanying us, as if to guide us on our route. The wind becoming more favorable, we held due south, sailing at the rate of sixty-two leagues a day. The sea was so fine, and our journey so rapid, that I began to think it nearly as agreeable to travel by sea as by land; but my illusion was not of long duration.

On the 28th of June, at six in the morning, we discovered the Peak of Teneriffe, towards the south, the summit of whose cone seemed lost in the clouds. We were then distant about two leagues, which we made in less than a quarter of an hour. At ten o'clock we brought to before the town of St. Croix. Several officers got leave to go on shore to procure refreshments.

While these gentlemen were away, a certain passenger, member of the self-instituted Philanthropic Society of Cape Verd, suggested that it was very dangerous to remain where we were, adding that he was well acquainted with the country, and had navigated in all these latitudes. M. Le Roy Lachaumareys, captain of the Medusa, believing the pretended knowledge of the intriguing Richefort, gave him the command of the frigate. Various officers of the navy, represented to the captain how shameful it was to put such confidence in a stranger, and they would never obey a man who had no character as a commander. The captain despised these wise remonstrances; and, using his authority, commanded the pilots, and all the crew, to obey Richfort; saying he was king, since the orders of the king were, that they should obey him. Immediately the imposter, desirous of displaying his great skill in navigation, made them change the route, for no purpose, but that of showing his skill in manœuvring the ship.—Every instant he changed the tack, went, came and returned, and approached the very reefs, as if to brave them; in short, he beat about so much, that the sailors at length refused to obey him, saying boldly that he was a vile imposter. But it was done. The man had gained the confidence of Captain Lachaumareys, who ignorant of navigation himself, was doubtless glad to get some one to undertake his duty. But it must be told, that this blind inept confidence was the sole cause of the loss of the Medusa frigate, as well as all the crimes consequent upon it.

Towards three in the afternoon, those officers who went on shore in the morning, returned on board loaded with vegetables, fruits and flowers. They laughed heartily at the ma-

nœuvres that had been going on during their absence, which doubtless did not please the captain, who flattered himself he had already found in his pilot Richefort, a good and able seaman; such were his words.

At four in the afternoon we took a southerly direction. M. Richefort, then beaming with exultation for having, as he said, saved the Medusa from certain shipwreck, continued to give his pernicious counsels to the captain, persuading him he had been often employed to explore the shores of Africa, and that he was perfectly well acquainted with the Arguin Bank. The journals of the 29th and 30th afford nothing very remarkable.

The hot winds from the desert of Sahara began to be felt, which told us we approached the tropic; indeed, the sun at noon seemed suspended perpendicularly above our heads, a phenomenon which few among us had ever seen.

On the 1st of July, we recognised Cape Bojador, and then saw the shores of Sahara. Towards ten in the morning, they set about the frivolous ceremony which the sailors have invented for the purpose of exacting something from those passengers who have never crossed the line. During the ceremony, the frigate doubled Cape Barbas hastening to its destruction. Captain Lachaumareys very good humoredly presided at this species of baptism, while his dear Richfort promenaded the forcastle, and looked with indifference upon a shore bristling with dangers. However that may be, all passed on well; nay, it may even be said that the farce was well played off. But the route which we pursued soon made us forget the short lived happiness we had experienced. Every one began to observe the sudden change which had taken place in the color of the sea, as we ran upon the bank in shallow water. A general murmur arose among the passengers and officers of the navy;—they were far from partaking in the blind confidence of the captain.

On the second of July, at five in the morning, the captain was persuaded that a large cloud, which was discovered in the direction of Cape Blanco, was that Cape itself. After this pretended discovery, they ought to have steered to the west, for about fifty leagues, to have gained sea room to double with certainty the Arguin Bank; moreover, they ought to have conformed to the instructions the Minister of Marine had given to the ships which set out for Senegal. The other part of the expedition, from having followed these instructions arrived in safety at their destination. During the preceding

night, the Echo, which had hitherto accompanied the Medusa, made several signals, but being replied to with contempt, abandoned us. Towards ten in the morning, the danger which threatened us was again represented to the captain, and he was strongly urged, if he wished to avoid the Arguin Bank, to take a westerly course; but the advice was again neglected, and he despised the predictions. One of the officers of the frigate, from having wished to expose the intriguing Richefort, was put under arrest. My father, who had already twice made the voyage to Senegal, and who with various persons was persuaded they were going right upon the bank, also made his observations to the unfortunate pilot.—His advice was no better received than those of Messrs Reynaud, Espiau, Maudet, &c. Richefort, in the sweetest tone, replied, 'My dear, we know our business; attend to yours, and be quiet. I have already twice passed the Arguin Bank; I have sailed upon the Red Sea, and you see I am not drowned.' What reply could be made to such a preposterous speech? My father, seeing it was impossible to get our route changed, resolved to trust to Providence to free us from our danger, and descended to our cabin, where he sought to dissipate his fears in the oblivion of sleep.

At noon on the 2d of July, soundings were taken. M. Maudet, ensign of the watch, was convinced we were upon the edge of the Arguin Bank. The captain said to him, as well as to every one, that there was no cause of alarm. In the meanwhile, the wind blowing with great violence, impelled us nearer and nearer to the danger which menaced us.—A species of stupor overpowered all our spirits, and every one preserved a mournful silence, as if they were persuaded we would soon touch the bank. The color of the water entirely changed, a circumstance even remarked by the ladies. About three in the afternoon, being in 19 30 north latitude, and 19 45 west longitude, an universal cry was heard upon deck. All declared they saw sand rolling among the ripple of the sea. The captain in an instant ordered to sound.—The line gave eighteen fathoms; but on a second sounding it only gave six. He at last saw his error, and hesitated no longer on changing the route, but it was too late. A strong concussion told us the frigate had struck. Terror and consternation were instantly depicted on every face. The crew stood motionless; the passengers in utter despair. In the midst of this general panic, cries of vengeance were heard against the principal author of our misfortunes, wishing to

throw him overboard; but some generous persons interposed, and endeavored to calm their spirits, by diverting their attention to the means of our safety. The confusion was already so great, that McPoinsignon, commandant of a troop, struck my sister Caroline a severe blow, doubtless thinking it was one of his soldiers. At this crisis my father was buried in profound sleep, but he quickly awoke, the cries and the tumult upon deck having informed him of our misfortunes. He poured out a thousand reproaches on those whose ignorance and boasting had been so disastrous to us. However, they set about the means of averting our danger. The officers, with an altered voice, issued their orders expecting every moment to see the ship go in pieces. They strove to lighten her, but the sea was very rough and the current strong. Much time was lost in doing nothing; they only pursued half measures and all of them unfortunately failed.

When it was discovered that the danger of the Medusa was not so great as was at first supposed, various persons proposed to transport the troops to the island of Arguin, which was conjectured to be not far from the place where we lay aground. Others advised to take us all successively to the coast of the desert of Sahara, by the means of our boats, and with provisions sufficient to form a caravan, to reach the island of Saint Louis, at Senegal. The events which afterwards ensued proved this plan to have been the best, and which would have been crowned with success; unfortunately it was not adopted. M. Schmaltz, the governor, suggested the making of a raft of sufficient size to carry two hundred men, with provisions; which latter plan was seconded by the two officers of the frigate, and put in execution.

The fatal raft was then begun to be constructed, which would, they said, carry provisions for every one. Masts, planks, boards and cordage were thrown overboard. Two officers were charged with the framing of these together.—Large barrels were emptied and placed at the angles of the machine, and the workmen were taught to say, that the passengers would be in greater security there, and more at their ease, than in the boats. However, it was forgotten to erect rails, every one supposed, and with reason, that those who had given the plan of the raft, had had no design of embarking upon it themselves.

When it was completed, the two chief officers of the frigate publicly promised, that all the boats would tow it to the shore of the Desert; and, when there, stores of provi-

sions and fire-arms would be given us to form a caravan to take us all to Senegal. Why was not this plan executed?—Why were these promises, sworn before the French flag, made in vain? But it is necessary to draw a veil over the past. I will only add, that if these promises had been fulfilled, every one would have been saved, and that, in spite of the detestable egotism of certain personages, humanity would not now have had to deplore the scenes of horror consequent on the wreck of the Medusa.

On the 3d of July, the efforts were renewed to disengage the frigate, but without success. We then prepared to quit her. The sea became very rough, and the wind blew with great violence. Nothing now was heard but the plaintive and confused cries of a multitude, consisting of more than four hundred persons, who, seeing death before their eyes, deplored their hard fate in bitter lamentations.

On the 4th, there was a glimpse of hope. At the hour the tide flowed, the frigate, being considerably lightened by all that had been thrown overboard, was found nearly afloat; and it is very certain, if on that day they had thrown the artillery into the water, the Medusa would have been saved; but M. Lachaumareys said, he would not thus sacrifice the king's cannon, as if the frigate did not belong to the king also.—However, the sea ebbed, and the ship sinking into the sand deeper than ever, made them relinquish that on which depended our last ray of hope.

On the approach of night, the fury of the winds redoubled, and the sea became very rough. The frigate then received some tremendous concussions, and the water rushed into the hold in the most terrific manner, but the pumps would not work. We had now no alternative but to abandon her for the frail boats, which any single wave might overwhelm.—Frightful gulfs environed us; mountains of water raised their liquid summits in the distance. How were we to escape so many dangers? Whither could we go? What hospitable land would receive us on its shores? My thoughts then reverted to our beloved country. Then starting suddenly from my reverie, I exclaimed: 'O terrible condition! that black and boundless sea resembles the eternal night which will engulf us! All those who surround me seem yet tranquil, but that fatal calm will soon be succeeded by the most frightful torments. Fools, what had we to find in Senegal, to make us trust to the most perfidious of elements! Did France not afford every necessary for our happiness? Happy! yes, thrice

happy, they who never set foot on a foreign soil! Great God! succor all these unfortunate beings; save our unhappy family!'

My father perceived my distress, but how could he console me? What words could calm my fears, and place me above the apprehensions of those dangers to which we were exposed? How, in a word, could I assume a serene appearance, when friends, parents and all that was most dear to me were, in all human probability, on the very verge of destruction?—Alas! my fears were but too well founded. For I soon perceived that, although we were the only ladies, besides the Misses Schmaltz, who formed a part of the Governor's suit, they had the barbarity of intending our family to embark upon the raft, where were only soldiers sailors and planters of Cape Verd, and some generous officers who had not the honor (if it could be accounted one) of being considered among the ignorant confidants of MM. Schmaltz and Lachaumareys. My father, indignant at a proceeding so indecorous, swore we would not embark upon the raft, and that, if we were not judged worthy of a place in one of the six boats, he would himself, his wife and children, remain on board the wreck of the frigate. The tone in which he spoke these words, was that of a man resolute to avenge any insult that might be offered to him. The governor of Senegal, doubtless fearing the world would one day reproach him for his inhumanity, decided we should have a place in one of the boats. This having in some measure quieted our fears concerning our unfortunate situation, I was desirous of taking some repose, but the uproar among the crew was so great I could not obtain it.

Towards midnight, a passenger came to inquire of my father if we were disposed to depart; he replied, we had been forbid to go yet. However, we were soon convinced that a great part of the crew and various passengers were secretly preparing to set off in the boats. A conduct so perfidious could not fail to alarm us, especially as we perceived among those so eager to embark unknown to us, several who had promised, but a little while before, not to go without us.

M. Schmaltz, to prevent that which was going on upon deck, instantly rose to endeavor to quiet their minds; but the soldiers had already assumed a threatening attitude, and holding cheap the words of their commander, swore they would fire upon whosoever attempted to depart in a clandestine manner. The firmness of these brave men produced the desired effect, and all was restored to order. The governor

returned to his cabin; and those who were desirous of departing furtively were confused and covered with shame. The governor, however, was ill at ease; and as he had heard very distinctly certain energetic words which had been addressed to him, he judged it proper to assemble a council.—All the officers and passengers being collected, M. Schmaltz, there solemnly swore before them not to abandon the raft, and a second time promised that all the boats would tow it to the shore of the Desert, where they would all be formed into a caravan. I confess this conduct of the governor greatly satisfied every member of our family; for we never dreamed he would deceive us, nor act in a manner contrary to what he had promised.

About three in the morning, some hours after the meeting of the council, a terrible noise was heard in the powder room; it was the helm which was broken. All who were sleeping were roused by it. On going on deck every one was more and more convinced that the frigate was lost beyond all recovery. Alas! the wreck was for our family but the commencement of a horrible series of misfortunes. The two chief officers then decided with one accord, that all should embark at six in the morning, and abandon the ship to the mercy of the waves. After the decision, followed a scene the most whimsical, and at the same time the most melancholy that can be well conceived. To have a more distinct idea of it, let the reader transport himself in imagination to the midst of the liquid plains of the ocean: then let him picture to himself a multitude of all classes, of every age, tossed about at the mercy of the waves upon a dismasted vessel, foundered, and half submerged, let him not forget these are thinking beings with the certain prospect before them of having reached the goal of their existence.

Separated from the rest of the world by a boundless sea, and having no place of refuge but the wreck of a grounded vessel, the multitude addressed at first their vows to heaven, and forgot, for a moment, all earthly concerns. Then suddenly starting from their lethargy, they began to look after their wealth, the merchandise they had in small ventures, utterly regardless of the elements which threatened them. The miser, thinking of the gold contained in his coffers, hastening to put it in a place of safety, either by sewing it into the lining of his clothes, or by cutting out for it a place in the waistband of his trowsers. The smuggler was tearing his hair at not being able to save a chest of contraband which he had

secretly got on board, and with which he had hoped to have gained two or three hundred per cent. Another, selfish to excess, was throwing overboard all his hidden money, and amusing himself by burning all his effects. A generous officer was opening his portmanteau, offering caps, stockings, and shirts, to any who would take them. These had scarcely gathered together their various effects, when they learned that they could not take anything with them; those were searching the cabin and store-rooms to carry away everything that was valuable. Ship-boys were discovering the delicate wines and fine liquors, which a wise foresight had placed in reserve Soldiers and sailors were penetrating even into the spirit-room, broaching casks, staving others and drinking till they fell exhausted. Soon the tumult of the inebriated made us forget the roaring of the sea which threatened to engulf us. At last the uproar was at its height; the soldiers no longer listened to the voice of the captain. Some knit their brows and muttered oaths; but nothing could be done with those whom wine had rendered furious. Next, piercing cries mixed with doleful groans were heard—this was the signal of departure.

At six o'clock on the morning of the 5th, a great part of the military were embarked upon the raft, which was already covered with a large sheet of foam. The soldiers were expressly prohibited from taking their arms. A young officer of infantry, whose brain seemed to be powerfully affected, put his horse beside the barricadoes of the frigate, and then, armed with two pistols, threatened to fire upon any one who refused to go upon the raft. Forty men had scarcely descended when it sunk to the depth of about two feet. To facilitate the embarking of a greater number, they were obliged to throw over several barrels of provisions which had been placed upon it the day before. In this manner did this furious officer get about one hundred and fifty heaped upon that floating tomb; but he did not think of adding one more to the number by descending himself, as he ought to have done, but went peaceably away, and placed himself in one of the best boats. There should have been sixty sailors upon the raft, and there were but about ten. A list had been made out on the 4th, assigning each his proper place: but this wise precaution being disregarded, every one pursued the plan he deemed the best for his own preservation. The precipitation with which they forced one hundred and fifty unfortunate beings upon the raft was such, that they forgot to give them one morsel of biscuit. However, they threw towards them twenty-five pounds in a

sack, while they were not far from the frigate ; but it fell into the sea, and was with difficulty recovered.

During this disaster, the governor of Senegal, who was busied in the care of his own dear self, effeminately descended in an arm-chair into the barge, where were already various large chests, all kinds of provisions, his dearest friends, his daughters and his wife. Afterwards the captain's boat received twenty-seven persons, among whom were twenty-five sailors, good rowers. The shallop, commanded by M. Espiau, ensign of the ship, took forty-five passengers, and put off. The boat, called the Senegal, took twenty-five ; the pinnace thirty-three ; and the yawl, the smallest of all the boats, took only ten.

Almost all the officers, the passengers, the mariners and supernumeraries, were already embarked—all, but our weeping family, who still remained upon the boards of the frigate, till some charitable souls would kindly receive us into a boat. Surprised at this abandonment, I instantly felt myself roused, and, calling with all my might to the officers of the boats, besought them to take our unhappy family along with them. Soon after, the barge, in which were the governor of Senegal and all his family, approached the Medusa, as if still to take some passengers, for there were but few in it. I made a motion to descend, hoping that the Misses Schmaltz, who had, till that day, taken a great interest in our family, would allow us a place in their boat ; but I was mistaken : those ladies, who had embarked in a mysterious incognito, had already forgotten us ; and M. Lachaumareys, who was still on the frigate, positively told me they would not embark along with us. Nevertheless I ought to tell, what we learned afterwards, that the officer who commanded the pinnace had received orders to take us in, but, as he was already a great way from the frigate, we were certain he had abandoned us. My father however hailed him, but he persisted on his way to gain the open sea. A short while afterwards we perceived a small boat among the waves, which seemed desirous to approach the Medusa ; it was the yawl. When it was sufficiently near, my father implored the sailors who were in it to take us on board, and to carry us to the pinnace, where our family ought to be placed. They refused. He then seized a firelock, which lay by chance upon deck, and swore he would kill every one of them if they refused to take us, adding that it was the property of the king, and that he would have advantage from it as well as another. The sailors murmured, but

durst not resist, and received all our family, which consisted of nine persons, viz. four children, our stepmother, my cousin, my sister Caroline, my father and myself. A small box, filled with valuable papers, which we wished to save, some clothes, two bottles of ratafia, which we had endeavored to preserve amidst our misfortunes, were seized and thrown overboard by the sailors of the yawl, who told us we would find in the pinnace everything we could wish for our voyage. We had then only the clothes which covered us, never thinking of dressing ourselves in two suits; but the loss which affected us most was that of several MSS, at which my father had been laboring for a long while. Our trunks, our linen and various chests of merchandize of great value, in a word, everything we possessed, was left in the Medusa. When we boarded the pinnace, the officer who commanded it began excusing himself for having set off without forewarning us, as he had been ordered, and said a thousand things in his justification. But without believing the half of his fine protestations, we felt very happy in having overtaken him; for it is most certain they had no intention of encumbering themselves with our unfortunate family. I say encumber, for it is evident that four children, one of whom was yet at the breast, were very indifferent beings to people who were actuated by a selfishness without all parallel. When we were seated in the long boat, my father dismissed the sailors with the yawl, telling them he would ever gratefully remember their services. They speedily departed, but little satisfied with the good action they had done. My father hearing their murmurs and the abuse they poured out against us, said, loud enough for all in the boat to hear, 'We are not surprised sailors are destitute of shame, when their officers blush at being compelled to do a good action.' The commandant of the boat feigned not to understand the reproaches conveyed in these words, and, to divert our minds from brooding over our wrongs, endeavored to counterfeit the man of gallantry.

All the boats were already far from the Medusa, when they were brought to, to form a chain in order to tow the raft.—The barge, in which was the governor of Senegal, took the first tow, then all the other boats in succession joined themselves to that. M. Lachaumareys embarked, although there yet remained upon the Medusa more than sixty persons.—Then the brave and generous M. Espiau, commander of the shallop, quitted the line of boats, and returned to the frigate, with the intention of saving all the wretches who had been

abandoned. They all sprung into the shallop; but as it was very much overloaded, seventeen unfortunates preferred remaining on board, rather than expose themselves as well as their companions to certain death. But alas! the greater part afterwards fell victims to their fears or their devotion.—Fifty-two days after they were abandoned, no more than three of them were alive, and those looked more like skeletons than men. They told that their miserable companions had gone afloat upon planks and hen-coops, after having waited in vain forty-two days, for the succor which had been promised them, and that all had perished.

The shallop, carrying with difficulty all those she had saved from the Medusa, slowly rejoined the line of boats which towed the raft, M. Espiau earnestly besought the officers of the other boats to take some of them along with them; but they refused, alleging to the generous officer that he ought to keep them in his own boat, as he had gone for them himself. M. Espiau, finding it impossible to keep them all without exposing them to the utmost peril, steered right for a boat which I will not name. Immediately a sailor sprung from the shallop into the sea, and endeavored to reach it by swimming; and when he was about to enter it, an officer who possessed great influence pushed him back, and, drawing his sabre, threatened to cut off his hands, if he again made the attempt. The poor wretch regained the shallop, which was very near the pinnace, which we were in, my father supplicated M. I aperere, the officer of the boat, to receive him on board, and had his arms already out to catch him, when M. Laperere instantly let go the rope which attached us to the other boats, and tugged off with all his force. At the same instant every boat imitated our execrable example; and wishing to shun the approach of the shallop, which sought for assistance, stood off from the raft, abandoning, in the midst of the ocean, and to the fury of the waves, the miserable mortals whom they had sworn to land on the shores of the Desert.

Scarcely had these cowards broken their oath, when we saw the French flag flying upon the raft. The confidence of those unfortunate persons was so great, that when they saw the first boat which had the tow removing from them, they all cried out the rope is broken! the rope is broken! but when no attention was paid to their observation, they instantly perceived the treachery of the wretches who had left them so basely.—Then the cries of Vive le Roi arose from the raft, as if the poor fellows were calling to their father for assistance; or, as

if they had been persuaded that, at that rallying word, the officers of the boats would return, and not abandon their countrymen. The officers repeated the cry of Vive le Roi, without a doubt, to insult them; but, more particularly, M. Lachaumareys who, assuming a martial attitude, waved his hat in the air. Alas! what availed these false professions? Frenchmen, menaced with the greatest peril, were demanding assistance with the cries of Vive le Roi; yet none were found sufficiently generous nor sufficiently French, to go to aid them. After a silence of some minutes, horrible cries were heard; the air resounded with the groans, the lamentations, the imprecations of these wretched beings, and the echo of the sea frequently repeated, alas! how cruel you are to abandon us!!! The raft already appeared to be buried under the waves, and its unfortunate passengers immersed. The fatal machine was drifted by currents far behind the wreck of the frigate; without cable, anchor, mast, sail or oars; in a word, without the smallest means of enabling them to save themselves. Each wave that struck it, made them stumble in heaps on one another.—Their feet getting entangled among the cordage, and between the planks, bereaved them of the faculty of moving. Maddened by these misfortunes, suspended, and adrift upon a merciless ocean, they were soon tortured between the pieces of wood which formed the scaffold on which they floated.—The bones of their feet and their legs were bruised and broken, every time the fury of the waves agitated the raft; their flesh covered with contusions and hideous wounds, dissolved, as it were, in the briny waves, while the roaring flood around them was colored with their blood.

As the raft, when it was abandoned, was nearly two leagues from the frigate, it was impossible these unfortunate persons could return to it; they were soon after far out to sea. These victims still appeared above their floating tomb; and, stretching out their supplicating hands towards the boats which fled from them, seemed yet to invoke, for the last time, the names of the wretches who had deceived them. O horrid day! a day of shame and reproach! Alas! that the hearts of those who were so well acquainted with misfortune, should have been so inaccessible to pity.

After witnessing that most inhuman scene, and seeing they were insensible to the cries and lamentations of so many unhappy beings, I felt my heart bursting with sorrow. It seemed to me that the waves would overwhelm all these wretches, and I could not suppress my tears. My father, exasperated

to excess, and bursting with rage at seeing so much cowardice and inhumanity among the officers of the boats, began to regret he had not accepted the place which had been assigned for us upon the fatal raft. 'At least,' said he, 'we would have died with the brave, or would have returned to the wreck of the Medusa; and not have had the disgrace of saving ourselves with cowards.' Although this produced no effect upon the officers, it proved very fatal to us afterwards; for, on our arrival at Senegal, it was reported to the Governor, and very probably was the principal cause of all those evils and vexations which we endured in that colony.

Let us now turn our attention to the several situations of all those who were endeavoring to save themselves in the different boats, as well as to those left upon the wreck of the Medusa.

We have already seen, that the frigate was half sunk when it was deserted, presenting nothing but a hulk and wreck.—Nevertheless, seventeen still remained upon it, and had food, which, although damaged, enabled them to support themselves for a considerable time; while the raft was abandoned to float at the mercy of the waves, upon the vast surface of the ocean. One hundred and fifty wretches were embarked upon it, sunk to the depth of at least three feet on its fore part, and on its poop immersed even to the middle. What victuals they had were soon consumed, or spoiled by the salt water; and perhaps some, as the waves hurried them along, became food for the monsters of the deep. Two only of all the boats which left the Medusa, and these with very few people in them, were provisioned with every necessary; these struck off with security and despatch. But the condition of those who were in the shallop was but little better than those upon the raft; their great number, their scarcity of provisions, their great distance from the shore, gave them the most melancholy anticipations of the future. Their worthy commander, M. Espiau, had no other hope but of reaching the shore as soon as possible. The other boats were less filled with people, but they were scarcely better provisioned; and as by a species of fatality, the pinnace, in which were our family, was destitute of everything. Our provisions consisted of a barrel of biscuit, and a tierce of water; and, to add to our misfortune, the biscuit being soaked in the sea, it was almost impossible to swallow one morsel of it. Each passenger in our boat was obliged to sustain his wretched existence with a glass of water, which he could get only once a day. To tell how this happened, how this boat

was so poorly supplied, while there was abundance left upon the Medusa, is far beyond my power. But it is at least certain, that the greater part of the officers commanding the boats, the shallop, the pinnace, the Senegal boat, and the yawl, were persudaed, when they quitted the frigate, that they would not abandon the raft, but that all the expedition would sail together to the coast of Sahara; that when there, the boats would be again sent to the Medusa to take provisions, arms, and those who were left there; but it appears the chiefs had decided otherwise.

After abandoning the raft, although scattered, all the boats formed a little fleet, and followed the same route. All who were sincere hoped to arrive the same day at the coast of the Desert, and that every one would get on shore; but M. Schmaltz and Lachaumareys gave orders to take the route for Senegal. This sudden change in the resolutions of the chiefs was like a thunderbolt to the officers commanding the boats. Having nothing on board but what was barely necessary to enable us to allay the cravings of hunger for one day, we were all sensibly affected. The other boats, which, like ourselves, hoped to have got on shore at the nearest point, were a little better provisioned than we were; they had at least a little wine, which supplied the place of other necessaries. We then demanded some from them, explaining our situation, but none would assist us, not even the captain, who, drinking to a kept mistress, supported by two sailors, swore he had not one drop on board. We were next desirous of addressing the boat of the Governor of Senegal, where we were persuaded were plenty of provisions of every kind, such as oranges, biscuit, cakes, comfits, plums and even the finest liquors; but my father opposed it, so well was he assured we would not obtain anything.

We will now turn to the condition of those on the raft, when the boats left them to themselves.

If all the boats had continued dragging the raft forward, favored as we were by the breeze from the sea, we would have been able to have conducted them to the shore in less than two days. But an inconceivable fatality caused the generous plan to be abandoned which had been formed.

When the raft had lost sight of the boats, a spirit of sedition began to manifest itself in furious cries. They then began to regard one another with ferocious looks, and to thirst for one another's flesh. Some one had already whispered of having recourse to that monstrous extremity, and of com-

mencing with the fattest and youngest. A proposition so atrocious filled the brave Captain Dupont and his worthy Lieutenant M. L'Heureux with horror; and that courage which had so often supported them in the field of glory, now forsook them.

Among the first who fell under the hatchets of the assassins, was a young woman who had been seen devouring the body of her husband. When her turn was come, she sought a little wine as a last favor, then rose, and without uttering a word threw herself into the sea. Captain Dupont, being prescribed for having refused to partake of the sacrilegious viands with which the monsters were feeding on, was saved by a miracle from the hands of the butchers. Scarcely had they seized him to lead him to the slaughter, when a large pole, which served in place of a mast, fell upon his body; and believing that his legs were broken, they contented themselves by throwing him into the sea. The unfortunate captain plunged and disappeared, and they thought him already in another world.

Providence, however, revived the strength of the unfortunate warrior. He emerged under the beams of the raft, and clinging with all his might, holding his head above water, he remained between two enormous pieces of wood, while the rest of his body was hid in the sea. After more than two hours of suffering, Captain Dupont spoke in a low voice to his lieutenant, who by chance was seated near the place of his concealment. The brave L'Heureux, with eyes glistening with tears, believed he heard the voice, and saw the shade of his captain; and trembling, was about to quit the place of horror; O wonderful! he saw a head which seemed to draw its last sigh, he recognized it, he embraced it, alas! it was his dear friend! Dupont was instantly drawn from the water, and L'Heureux obtained for his unfortunate comrade again a place upon the raft. Those who had been most inveterate against him, touched at what Providence had done for him in so miraculous a manner, decided with one accord to allow him entire liberty upon the raft.

The sixty unfortunates who had escaped from the first massacre, were soon reduced to fifty, then to forty, and at last to twenty-eight. The least murmur, or the smallest complaint, at the moment of distributing the provisions, was a crime punished with immediate death. In consequence of such a regulation, it may easily be presumed the raft was soon lightened. In the meanwhile the wine diminished sensibly, and the half

rations very much displeased a certain chief of the conspiracy. On purpose to avoid being reduced to that extremity, the executive power decided it was much wiser to drown thirteen people, and to get full rations, than that twenty-eight should have half rations.

Merciful Heaven! what shame! After the last catastrophe, the chiefs of the conspiracy, fearing, doubtless of being assassinated in their turn, threw all the arms into the sea, and swore an inviolable friendship with the heroes which the hatchet had spared. On the 17th of July, in the morning, Captain Parnajon, commandant of the Argus brig, still found fifteen men on the raft. They were immediately taken on board, and conducted to Senegal. Four of the fifteen are yet alive, viz. Captain Dupont, residing in the neighborhood of Maintenon, Lieutenant L'Heureux, since Captain at Senegal, Savigny, at Rochefort, and Correard, I know not where.

On the 5th of July, at ten in the morning, one hour after abandoning the raft, and three after quitting the Medusa, M. Laperere, the officer of our boat, made the first distribution of provisions. Each passenger had a small glass of water and nearly the fourth of a biscuit. Each drank his allowance of water at one draught, but it was found impossible to swallow one morsel of our biscuit, it being so impregnated with sea-water. It happened, however, that some was found not quite so saturated. Of these we eat a small portion, and put back the remainder for a future day. Our voyage would have been sufficiently agreeable, if the beams of the sun had not been so fierce. On the evening we perceived the shores of the Desert; but as the two chiefs (MM. Schmaltz and Lachaumareys) wished to go right for Senegal, notwithstanding we were still one hundred leagues from it, we were not allowed to land. Several officers remonstrated, both on account of our want of provisions and the crowded condition of the boats, for undertaking so dangerous a voyage. Others urged with equal force, that it would be dishonoring the French name if we were to neglect the unfortunate people on the raft, and insisted we should be set on shore, and whilst we waited there, three boats should return to look after the raft, and three to the wreck of the frigate, to take up the seventeen who were left there, as well as a sufficient quantity of provisions to enable us to go to Senegal by the way of Barbary. But MM. Schmaltz and Lachaumareyswhose boats were sufficiently well provisioned, scouted the advice of their subalterns, and ordered them to cast anchor till the following morn-

ing. They were obliged to obey these orders, and to relinquish their designs. During the night, a certain passenger, who was doubtless no doctor, and who believed in ghosts and witches, was suddenly frightened by the appearance of flames, which he thought he saw in the waters of the sea, a little way from where our boat was anchored. My father, and some others, who were aware that the sea is sometimes phosphorated, confirmed the poor credulous man in his belief, and added several circumstances which fairly turned his brain. They persuaded him the Arabic sorcerers had fired the sea to prevent us from travelling along their deserts.

On the morning of the 6th of July, at five o'clock, all the boats were under way on the route to Senegal. The boats of MM. Schmaltz and Lachaumareys took the lead along the coast, and all the expedition followed. About eight, several sailors in our boat, with threats, demanded to be set on shore; but M. Laperere, not acceding to their request, the whole were about to revolt and seize the command; but the firmness of this officer quelled the mutineers. In a spring which he made to seize a firelock which a sailor persisted in keeping in his possession, he almost tumbled into the sea. My father fortunately was near him, and held him by his clothes, but he had instantly to quit him, for fear of losing his hat, which the the waves were floating away. A short while after this slight accident, the shallop, which we had lost sight of since the morning, appeared desirous of rejoining us. We plied all hands to avoid her, for we were afraid of one another, and thought that that boat, encumbered with so many people, wished to board us to oblige us to take some of its passengers, as M. Espiau would not suffer them to be abandoned like those upon the raft. That officer hailed us at a distance, offering to take our family on board, adding, he was anxious to take about sixty people to the Desert. The officer of our boat, thinking that this was a pretence, replied, we preferred suffering where we were. It even appeared to us that M. Espiau had hid some of his people under the benches of the shallop. But alas; in the end we deeply deplored being so suspicious, and of having so outraged the devotion of the most generous officer of the Medusa.

Our boat began to leak considerably, but we prevented it as well as we could, by stuffing the largest holes with oakum, which an old sailor had had the precaution to take before quitting the frigate. At noon the heat became so strong—so intolerable, that several of us believed we had reached our last

moments. The hot winds of the Desert even reached us ; and the fine sand with which they were loaded, had completely obscured the clearness of the atmosphere. The sun presented a reddish disk ; the whole surface of the ocean became nebulous, and the air which we breathed, depositing a fine sand, an impalpable powder, penetrated to our lungs, already parched with a burning thirst. In this state of torment we remained till four in the afternoon, when a breeze from the northwest brought us some relief. Notwithstanding the privations we felt, and especially the burning thirst which had become intolerable, the cool air which we now began to breathe, made us in part forget our sufferings. The heavens began again to resume the usual serenity of those latitudes, and we hoped to have passed a good night. A second distribution of provisions was made ; each received a small glass of water, and the eighth part of a biscuit. Notwithstanding our meagre fare, every one seemed content, in the peruasion we would reach Senegal by the morrow. But how vain were all our hopes, and what sufferings had we yet to endure !

At half past seven, the sky was covered with stormy clouds. The serenity we had admired a little while before, entirely disappeared, and gave place to the most gloomy obscurity. The surface of the ocean presented all the signs of a coming tempest. The horizon on the side of the Desert had the appearance of a long hideous chain of mountains piled on one another, the summits of which seemed to vomit fire and smoke. Bluish clouds, streaked with a dark copper color, detached themselves from that shapeless heap, and came and joined with those which floated over our heads. In less than half an hour the ocean seemed confounded with the terrible sky which canopied us. The stars were hid. Suddenly a frightful noise was heard from the west, and all the waves of the sea rushed to founder our frail bark. A fearful silence succeeded to the general consternation Every tongue was mute ; and none durst communicate to his neighbor the horror with which his mind was impressed. At intervals the cries of the children rent our hearts. At that instant a weeping and agonized mother bared her breast to her dying child, but it yielded nothing to appease the thirst of the little innocent who pressed it in vain. O night of horrors ! what pen is capable to paint thy terrible picture ! How describe the agonizing fears of a father and mother, at the sight of their children tossed about and expiring of hunger in a small boat, which the winds and waves threatened to engulf at every instant ! Hav-

ing full before our eyes the prospect of inevitable death, we gave ourselves up to our unfortunate condition, and addressed our prayers to Heaven. The winds growled with the utmost fury; the tempestuous waves arose exasperated. In their terrific encounter a mountain of water was precipitated into our boat, carrying away one of the sails, and the greater part of the effects which the sailors had saved from the Medusa. Our bark was nearly sunk; the females and the children lay rolling in its bottom, drinking the waters of bitterness; and their cries, mixed with the roaring of the waves and the furious north wind, increased the horrors of the scene. My unfortunate father then experienced the most excruciating agony of mind. The idea of the loss which the shipwreck had occasioned to him, and the danger which still menaced all he held dearest in the world, plunged him into a swoon. The tenderness of his wife and children recovered him; but alas! his recovery was to still more bitterly deplore the wretched situation of his family. He clasped us to his bosom; he bathed us with his tears, and seemed as if he was regarding us with his last looks of love.

Every soul in the boat was seized with the same perturbation, but it manifested itself in different ways. One part of the sailors remained motionless, in a bewildered state; the other cheered and encouraged one another; the children, locked in the arms of their parents, wept incessantly. Some demanded drink, vomiting the salt water which choked them; others, in short, embraced as for the last time, intertwining their arms, and vowing to die together

In the meanwhile the sea became rougher and rougher. The whole surface of the ocean seemed a vast plain furrowed with huge blackish waves fringed with white foam. The thunder growled around us, and the lightning discovered to our eyes all that our imagination could conceive most horrible. Our boat, beset on all sides by the winds, and at every instant tossed on the summit of mountains of water, was very nearly sunk in spite of our every effort in baling it, when we discovered a large hole in its poop. It was instantly stuffed with everything we could find:—old clothes, sleeves of shirts, shreds of coats, shawls, useless bonnets, everything was employed, and secured us as far as it was possible. During the space of six hours, we rowed suspended alternately between hope and fear, between life and death. At last towards the middle of the night, Heaven which had seen our resignation, commanded the floods to be still. Instantly the sea became less

rough, the veil which covered the sky became less obscure, the stars again shone out, and the tempest seemed to withdraw. A general exclamation of joy and thankfulness issued at one instant from every mouth. The winds calmed, and each of us sought a little sleep, while our good and generous pilot steered our boat on a still very stormy sea.

The day at last, the day so desired, entirely restored the calm ; but it brought no other consolation. During the night, the currents, the waves, and the winds had taken us so far out to sea, that, on the dawning of the 7th of July, we saw nothing but sky and water, without knowing whither to direct our course ; for our compass had been broken during the tempest. In this hopeless condition, we continued to steer sometimes to the right and sometimes to the left, until the sun arose, and at last showed us the east.

On the morning of the 7th of July, we again saw the shores of the Desert, notwithstanding we were a great distance from it. The sailors renewed their murmurings, wishing to get on shore, with the hope of being able to get some wholesome plants, and some more palatable water than that of the sea; but as we were afraid of the Moors, their request was opposed. However, M. Laperere proposed to take them as near as he could to the first breakers on the coast; and when there, those who wished to go on shore should throw themselves into the sea, and swim to land. Eleven accepted the proposal; but when we had reached the first waves, none had the courage to brave the mountains of water which rolled between them and the beach. Our sailors then betook themselves to their benches and oars, and promised to be more quiet for the future. A short while after, a third distribution was made since our departure from the Medusa; and nothing more remained than four pints of water, and one half dozen biscuits. What steps were we to take in this cruel situation? We were desirous of going on shore, but we had such dangers to encounter. However we soon came to a decision, when we saw a caravan of Moors on the coast. We then stood a little out to sea. According to the calculation of our commanding officer, we would arrive at Senegal on the morrow. Deceived by that false account, we preferred suffering one day more, rather than be taken by the Moors of the Desert, or perish among the breakers. We had now no more than a small half glass of water, and the seventh of a biscuit.

Exposed as we were to the heat of the sun, which darted

its rays perpendicularly on our heads, that ration, though small, would have been a great relief to us; but the distribution was delayed to the morrow. We were then obliged to drink the bitter sea water, ill as it was calculated to quench our thirst. Must I tell it! thirst had so withered the lungs of our sailors, that they drank water salter than that of the sea Our numbers diminished daily, and nothing but the hope of arriving at the colony on the following day sustained our frail existence. My young brothers and sisters wept incessantly for water. The little Laura, aged six years lay dying at the feet of her mother. Her mournful cries so moved the soul of my unfortunate father, that he was on the eve of opening a vein to quench the thirst which consumed his child; but a wise person opposed his design, observing that all the blood in his body would not prolong the life of his infant one moment.

The freshness of the night wind procured us some respite We anchored pretty near to the shore, and though dying of famine, each got a tranquil sleep. On the morning of the 8th of July, at break of day, we took the route for Senegal. A short while after the wind fell, and we had a dead calm.—We endeavored to row, but our strength was exhausted. A fourth and last distribution was made, and in the twinkling of an eye, our last resources were consumed. We were forty-two people who had to feed upon six biscuits and about four pints of water, with no hope of a farther supply. Then came the moment for deciding whether we were to perish among the breakers, which defended the approach to the shores of the Desert, or to die of famine in continuing our route.—The majority preferred the last species of misery. We continued our progress along the shore, painfully pulling our oars. Upon the beach were distinguished several downs of white sand and some small trees. We were thus creeping along the coast, observing a mournful silence, when a sailor suddenly exclaimed, behold the Moors! We did, in fact, see various individuals upon the rising ground, walking at a quick pace, and whom we took to be the Arabs of the Desert As we were very near the shore, we stood farther out to sea, fearing that these pretended Moors, or Arabs, would throw themselves into the sea, swim out, and take us. Some hours after, we observed several people upon an eminence, who seemed to make signals for us.

We examined them attentively, and soon recognized them to be our companions in misfortune. We replied to them by

attaching a white handkerchief to the top of our mast. Then we resolved to land at the risk of perishing among the breakers, which were very strong towards the shore, although the sea was calm. On approaching the beach, we went towards the right, where the waves seemed less agitated, and endeavored to reach it, with the hope of being able more easily to land. Scarcely had we directed our course to that point, when we perceived a great number of people standing near to a little wood surrounding the sand-hills. We recognized them to be the passengers of that boat, which, like ourselves, were deprived of provisions.

Meanwhile we approached the shore, and already the foaming surge filled us with terror. Each wave that came from the open sea, each billow that swept beneath our boat, made us bound into the air; so we were sometimes thrown from the poop to the prow, and from the prow to the poop. Then, if our pilot had missed the sea, we would have been sunk; the waves would have thrown us aground, and we would have been buried among the breakers. The helm of the boat was again given to the old pilot, who had already so happily steered us through the dangers of the storm. He instantly threw into the sea the mast, the sails, and everything that could impede our proceedings. When we came to the first landing point, several of our shipwrecked companions, who had reached the shore, ran and hid themselves behind the hills, not to see us perish; others made signs not to approach at that place; some covered their eyes with their hands; others, at last despising the danger, precipitated themselves into the waves to receive us in their arms. We then saw a spectacle that made us shudder. We had already doubled two ranges of breakers; but those which we had still to cross raised their foaming waves to a prodigious height, then sunk with a hollow and monstrous sound, sweeping along a long line of the coast.—Our boat sometimes greatly elevated, and sometimes engulfed between the waves, seemed, at the moment, of utter ruin. Bruised, battered and tossed about on all hands, it turned of itself, and refused to obey the kind hand which directed it.—At that instant a huge wave rushed from the open sea, and dashed against the poop; the boat plunged, disappeared, and we were all among the waves. Our sailors, whose strength had returned at the presence of danger, redoubled their efforts, uttering mournful sounds. Our bark groaned, the oars were broken; it was thought aground, but it was stranded; it was upon its side. The last sea rushed upon us with the impetu

osity of a torrent. We were all up to the neck in water; the bitter sea-froth choked us. The grapnel was thrown out.—The sailors threw themselves into the sea; they took the children in their arms; returned, and took us upon their shoulders; and I found myself seated upon the sand on the shore, by the side of my step-mother, my brothers and sisters, almost dead. Every one was upon the beach except my father and some sailors; but that good man arrived at last, to mingle his tears with those of his family and friends.

Instantly our hearts joined in addressing our prayers and praises to God. I raised my hands to heaven, and remained sometime immoveable upon the beach. Every one also hastened to testify his gratitude to our old pilot, who next to God, justly merited the title of our preserver. M. Dumege, a naval surgeon, gave him an elegant gold watch, the only thing he had saved from the Medusa.

Let the reader now recollect all the perils to which we had been exposed in escaping from the wreck of the frigate to the shores of the Desert—all that we had suffered during our four days' voyage—and he will perhaps have a just notion of the various sensations we felt on getting on shore on that strange and savage land. Doubtless the joy we experienced at having escaped, as by a miracle, the fury of the floods, was very great; but how much was it lessened by the feelings of our horrible situation! Without water, provisions, and the majority of us nearly naked, was it to be wondered at that we should be seized with terror on thinking of the obstacles which we had to surmount, the fatigues, the privations, the pains and sufferings we had to endure, with the dangers we had to encounter in the immense and frightful Desert we had to traverse before we could arrive at our destination? Almighty Providence! it was in Thee alone I put my trust.

After we had a little recovered from the fainting and fatigue of our getting on shore, our fellow-sufferers told us they had landed in the forenoon, and cleared the breakers by the strength of their oars and sails; but they had not all been so lucky as we were. One unfortunate person, too desirous of getting quickly on shore, had his legs broken under the shallop, and was taken and laid on the beach, and left to the care of Providence. M. Espiau, commander of the shallop, reproached us for having doubted him when he wished to board us to take our family along with him. It was most true he had landed sixty-three people that day. A short while after our refusal, he took the passengers of the yawl, who would n

fallibly have perished in the stormy nights of the 6th and 7th. The boat named the Senegal, commanded by M. Maudet, had made the shore at the same time with M. Espiau. The boats of MM. Schmaltz and Lachaumareys were the only ones which continued the route for Senegal, while nine-tenths of the Frenchmen intrusted to these gentlemen were butchering each other on the raft, or dying of hunger on the burning sands of Sahara.

About seven in the morning, a caravan was formed to penetrate into the interior, for the purpose of finding some fresh water. We did accordingly find some at a little distance from the sea, by digging among the sand. Every one instantly flocked round the little wells, which furnished enough to quench our thirst. This brackish water was found to be delicious, although it had a sulphurous taste : its color was that of whey. As all our clothes were wet and in tatters, and as we had nothing to change them, some generous officers offered theirs. My step-mother, my cousin, and my sister, were dressed in them ; for myself, I preferred keeping my own. We remained nearly an hour beside our beneficent fountain, then took the route for Senegal ; that is, a southerly direction, for we did not know exactly where that country lay. It was agreed that the females and children should walk before the caravan, that they might not be left behind. The sailors voluntarily carried the youngest on their shoulders, and every one took the route along the coast. Notwithstanding it was nearly seven o'clock, the sand was quite burning, and we suffered severely, walking without shoes, having lost them while landing. As soon as we arrived on the shore, we went to walk on the wet sand, to cool us a little. Thus we traveled during all the night, without encountering anything but shells, which wounded our feet.

On the morning of the 9th, we saw an antelope on the top of a little hill, which instantly disappeared, before we had time to shoot it. The Desert seemed to our view one immense plain of sand, on which was seen not one blade of verdure. However, we still found water by digging in the sand. In the forenoon, two officers of marine complained that our family incommoded the progress of the caravan. It is true, the females and the children could not walk so quickly as the men. We walked as fast as it was possible for us, nevertheless, we often fell behind, which obliged them to halt till we came up These officers, joined with other individuals, considered among themselves whether they would wait for us, or to abandon us

in the Desert. I will be bold to say, however, that but few were of the latter opinion. My father being informed of what was plotting against us, stepped up to the chiefs of the conspiracy, and reproached them in the bitterest terms for their selfishness and brutality. The dispute waxed hot. Those who were desirous of leaving us drew their swords, and my father put his hand upon a poignard, with which he had provided himself on quitting the frigate. At this scene, we threw ourselves in between them, conjuring him rather to remain in the Desert with his family, than seek the assistance of those who were, perhaps, less human than the Moors themselves. Several people took our part, particularly M. Begnere, captain of infantry, who quieted the dispute by saying to his soldiers, 'My friends, you are Frenchmen, and I have the honor of being your commander; let us never abandon an unfortunate family in the Desert, so long as we are able to be of use to them.' This brief, but energetic speech, caused those to blush who wished to leave us. All then joined with the old captain saying they would not leave us on condition we would walk quicker. M. Begnere and his soldiers replied, they did not wish to impose conditions on those to whom they were desirous of doing a favor; and the unfortunate family of Picard were again on the road with the whole caravan.

About noon hunger was felt so powerfully among us, that it was agreed upon to go to the small hills of sand which were near the coast, to see if any herbs could be found fit for eating; but we only got poisonous plants, among which were various kinds of euphorbium. Convolvaluses of a bright green carpeted the downs; but on tasting their leaves we found them as bitter as gall. The caravan rested in this place, while several officers went farther into the interior. They came back in about an hour, loaded with wild purslain, which they distributed to each of us. Every one instantly devoured his bunch of herbage, without leaving the smallest branch: but as our hunger was far from being satisfied with this small allowance, the soldiers and sailors betook themselves to look for more. They soon brought back a sufficient quantity, which was equally distributed, and devoured upon the spot, so delicious had hunger made that food to us. For myself, I declare I never eat anything with so much appetite in all my life. Water was also found in this place, but it was of an abominable taste. After this truly frugal repast, we continued our route. The heat was insupportable in the last degree. The sands on which we trod were burning, nevertheless several of

us walked on these scorching coals without shoes; and the females had nothing but their hair for a cap. When we reached the sea-shore, we all ran and lay down among the waves. After remaining there some time, we took our route along the wet beach. On our journey we met with several large crabs, which were of considerable service to us. Every now and then we endeavored to slake our thirst by sucking their crooked claws. About nine at night we halted between two pretty high sand hills. After a short talk concerning our misfortunes, all seemed desirous of passing the night in this place, notwithstanding we heard on every side the roaring of leopards. We deliberated on the means of securing ourselves, but sleep soon put an end to our fears. Scarcely had we slumbered a few hours when a terrible roaring of wild beasts awoke us, and made us stand on our defence. It was a beautiful moonlight night, and in spite of my fears and the horrible aspect of the place, nature never appeared so sublime to me before. Instantly something was announced that resembled a lion. This information was listened to with the greatest emotion. Every one being desirous of verifying the truth, fixed upon something he thought to be the object: one believed he saw the long teeth of the king of the forest; another was convinced his mouth was already open to devour us: several, armed with muskets, aimed at the animal, and advancing a few steps, discovered the pretended lion to be nothing more than a shrub fluctuating in the breeze. However, the howlings of ferocious beasts had so frightened us, being yet heard at intervals that we again sought the sea-shore, on purpose to continue our route towards the south.

Some of our companions were desirous of making observations in the interior, and they did not go in vain. They instantly returned, and told us they had seen two Arab tents upon a slight rising ground. We instantly directed our steps thither. We had to pass great downs of sand very slippery, and arrived in a large plain streaked here and there with verdure; but the turf was so hard and piercing, we could scarcely walk over it without wounding our feet. Our presence in these frightful solitudes put to flight three or four Moorish shepherds, who herded a small flock of sheep and goats in an oasis. At last we arrived at the tents after which we were searching, and found in them three Mooresses and two little children, who did not seem in the least frightened by our visit. A negro servant, belonging to an officer of marine, interpreted between us; and the good women, who, when they had heard of our misfortunes, offered us millet and water for pay-

ment. We bought a little of that grain at the rate of thirty pence a handful; the water was got for three francs a glass; it was very good, and none grudged the money it cost. As a glass of water, with a handful of millet, was but a poor dinner for famished people, my father bought two kids, which they would not give him under twenty piastres. We immediately killed them, and our Mooresses boiled them in a large kettle. While our repast was preparing, my father, who could not afford the whole of the expense, got others to contribute to it; but an old officer of marine, who was to have been captain of the port of Senegal, was the only person who refused, notwithstanding he had about him nearly three thousand francs which he boasted of in the end. Several soldiers and sailors had seen him count it in round pieces of gold, on coming ashore on the Desert, and reproached him for his sordid avarice; but he seemed insensible to their reproaches, nor eat the less of his portion of the kid with his companions in misfortune.

When about to resume our journey, we saw several Moors approaching us armed with lances. Our people instantly seized their arms, and put themselves in readiness to defend us in case of an attack. Two officers, followed by several soldiers and sailors, with our interpreter, advanced to discover their intentions. They instantly returned with the Moors, who said, that far from wishing to do us harm, they had come to offer us their assistance, and to conduct us to Senegal. This offer being accepted of with gratitude by all of us, the Moors, of whom we had been so afraid, became our protectors and friends, verifying the old proverb, there are good people everywhere! As the camp of the Moors was at some considerable distance from where we were, we set off altogether to reach it before night. After having walked about two leagues through the burning sands, we found ourselves again upon the shore. Towards night, our conductors made us strike again into the interior, saying we were near their camp which is called in their language Berkelet. But the short distance of the Moors was found very long by the females and the children, on account of the downs of sand which we had to ascend and descend every instant, also of prickly shrubs over which we were frequently obliged to walk. Those who were barefooted, felt most severely at this time the want of their shoes. I myself lost among the bushes various shreds of my dress, and my feet and legs were all streaming with blood. At length, after two long hours of walking and suffering, we arrived at the camp of that tribe to which belonged our Arab

conductors We had scarcely got into the camp, when the dogs, the children, and the Moorish women, began to annoy us. Some of them threw sand in our eyes, others amused themselves by snatching at our hair, on pretence of wishing to examine it. This pinched us, that spit upon us ; the dogs bit our legs, whilst the old harpies cut the buttons from the officers coats, or endeavored to take away the lace. Our conductors, however, had pity on us, and chased away the dogs and the curious crowd, who had already made us suffer as much as the thorns which had torn our feet. The chiefs of the camp, our guides, and some good women, at last set about getting us some supper. Water in abundance was given us without payment, and they sold us fish dried in the sun, and some bowlsful of sour milk, at a reasonable price.

We found a Moor in the camp who had previously known my father at Senegal, and who spoke a little French. As soon as he recognised him, he cried, 'Tiens toi Picard ! ni a pas con neitre moi Amet ?' Hark ye, Picard, know you not Amet ? We were all struck with astonishment at these French words coming from the mouth of a Moor. My father recollected having employed long ago a young goldsmith at Senegal, and discovering the Moor Amet to be the same person, shook him by the hand. After that good fellow had been made acquainted with our shipwreck, and to what extremities our unfortunate family had been reduced, he could not refrain from tears ; and this perhaps was the first time a Mussulman had ever wept over the misfortunes of a Christian. Amet was not satisfied with deploring our hard fate ; he was desirous of proving that he was generous and humane, and instantly distributed among us a large quantity of milk and water free of any charge. He also raised for our family a large tent of the skins of camels, cattle and sheep, because his religion would not allow him to lodge with Christians under the same roof. The place appeared very dark, and the obscurity made us uneasy. Amet and our conductors lighted a large fire to quiet us ; and at last, bidding us good night, and retiring to his tent, said, 'Sleep in peace ; the God of the Christians is also the God of the Mussulman.'

We had resolved to quit this truly hospitable place early in the morning ; but during the night, some people who had probably too much money, imagined the Moors had taken us to their camp to plunder us. They communicated their fears to others, and pretending that the Moors, who walked up and down among their flocks, and cried from time to time to keep

away the ferocious beasts, had already given the signal for pursuing and murdering us. Instantly a general panic seized all our people, and they wished to set off forthwith. My father, although he well knew the perfidy of the inhabitants of the Desert, endeavored to assure them we had nothing to fear, because the Arabs were too frightened for the people of Senegal, who would not fail to avenge us if we were insulted ; but nothing could quiet their apprehensions, and we had to take the route during the middle of the night. The Moors being soon acquainted with our fears, made us all kinds of protestations ; and seeing we persisted in quitting the camp, offered us asses to carry us as far as the Senegal. These beasts of burden were hired at the rate of 12 francs a day, for each head, and we took our departure under the guidance of those Moors who had before conducted us to the camp. Amet's wife being unwell, he could not accompany us, but recommended us strongly to our guides. My father was able to hire only two asses for the whole of our family ; and as it was numerous, my sister Caroline, my cousin, and myself, were obliged to crawl along, whilst my unfortunate father followed in the suite of the caravan, which in truth went much quicker than we did.

A short distance from the camp, the brave and compassionate Capt. Begnere, seeing we still walked, obliged us to accept of the ass he had hired for himself, saying he would not ride when young ladies exhausted with fatigue, followed on foot. The King afterwards honorably recompensed this worthy officer, who ceased not to regard our unfortunate family with a care and attention I will never forget.

During the remainder of the night, we travelled in a manner sufficiently agreeable, mounting alternately the ass of Captain Begnere.

At five in the morning of the 11th of July we regained the sea-shore. Our asses, fatigued with the long journey among the sand, ran instantly and lay down among the breakers, in spite of our utmost exertions to prevent them. This caused several of us to take a bath we wished not; I was myself held under my ass in the water, and had great difficulty in saving one of my young brothers who was floating away. But, in the end as this incident had no unfortunate issue, we laughed, and continued our route, some on foot and some on the capricious asses. Towards ten o'clock, perceiving a ship out at sea, we attached a white handkerchief to the muzzle of a gun, waiving it in the air, and soon had the satisfaction of seeing it was noticed. The ship having approached suffi-

ciently near the coast, the Moors who were with us threw themselves into the sea and swam to it. It must be said we had very wrongfully supposed that these people had had a design against us, for their devotion could not appear greater than when five of them darted through the waves to endeavor to communicate between us and the ship, notwithstanding it was still a good quarter of a league distant from where we stood on the beach. In about half an hour we saw these good Moors returning, making float before them three small barrels. Arrived on shore, one of them gave a letter to M. Espiau from M. Parnajon. This gentleman was the captain of the Argus brig, sent to seek after the raft, and to give us provisions. This letter announced a small barrel of biscuit, a tierce of wine, a half tierce of brandy, and a Dutch cheese. O fortunate event! We were very desirous of testifying our gratitude to the generous commander of the brig, but he instantly set out and left us We staved the barrels which held our small stock of provisions, and made a distribution.—Each of us had a biscuit, about a glass of wine, a half glass of brandy, and a small morsel of cheese. Each drank his allowance of wine at one gulp; the brandy was not even despised by the ladies. I however preferred quantity to quality, and exchanged my ration of brandy for that of wine. To describe our joy, while taking this repast, is impossible. Exposed to the fierce rays of a vertical sun; exhausted by a long train of suffering; deprived for a long while, the use of any kind of spirituous liquors, when our portions of water, wine and brandy mingled in our stomachs we became like insane people.

Life, which had lately been a great burden, now became precious to us. Foreheads, lowering and sulky, began to unwrinkle; enemies became most brotherly; the avaricious endeavored to forget their selfishness and cupidity; the children smiled for the first time since our shipwreck; in a word, every one seemed to be born again from a condition, melancholy and dejected. I even believe the sailors sung the praises of their mistresses.

This journey was the most fortunate for us. Some short while after our delicious meal, we saw several Moors approaching, who brought milk and butter, so that we had refreshments in abundance. It is true we paid a little dear for them; the glass of milk cost not less than three francs. After reposing about three hours, our caravan proceeded on its route.

About six in the evening, my father finding himself extremely fatigued, wished to rest himself. We allowed the caravan to move on, while my step-mother and myself remained near him, and the rest of the family followed with their asses. We all three soon fell asleep. When we awoke we were astonished at not seeing our companions. The sun was sinking in the west. We saw several Moors approaching us, mounted on camels; and my father reproached himself for having slept so long.

Their appearance gave us great uneasiness, and we wished much to escape from them, but my step-mother and myself fell quite exhausted. The Moors with long beards having come quite close to us, one of them alighted and addressed us in the following words. "Be comforted, ladies; under the costume of an Arab, you see an Englishman who is desirous of serving you. Having heard at Senegal that Frenchmen were thrown ashore upon these deserts, I thought my presence might be of some service to them, as I was acquainted with several of the princes of this arid country." These noble words from the mouth of a man we had at first taken to be a Moor, instantly quieted our fears.

Recovering from our fright, we rose and expressed to the philanthropic Englishman the gratitude we felt. Mr. Carnet, the name of the generous Briton, told us that our caravan, which he had met, waited for us at about the distance of two leagues. He then gave us some biscuit, which we eat; and we then set off together to join our companions. Mr. Carnet wished us to mount his camels, but my step-mother and myself, being unable to persuade ourselves we could sit securely on their hairy haunches, continued to walk on the moist sand, whilst my father, Mr. Carnet and the Moors who accompanied him, proceeded on the camels. We soon reached a little river, called in the country Marigot des Maringoins. We wished to drink of it, but found it as salt as the sea. Mr. Carnet desired us to have patience, and we should find some at the place where our caravan waited. We forded that river knee deep.

At last, having walked about an hour, we rejoined our companions, who had found several wells of fresh water. It was resolved to pass the night in this place, which seemed less arid than any we saw near us. The soldiers, being requested to go and seek wood to light a fire, for the purpose of frightening the ferocious beasts which were heard roaring around us, refused; but Mr. Carnet assured us, that the Moors who

were with him knew well how to keep all such intruders from our camp. In truth, during the whole of the night these good Arabs promenaded round our caravan, uttering cries at intervals like those we had heard in the camp of the generous Amet.

We passed a very good night, and at four in the morning continued our route along the shore, Mr. Carnet left us to endeavor to procure some provisions. Till then our asses had been quite docile; but, annoyed with their riders so long upon their backs, they refused to go forward. A fit took possession of them, and all at the same instant threw their riders on the ground, or among the bushes. The Moors, however, who accompanied us, assisted to catch our capricious animals, who had nearly scampered off, and replaced us on the hard backs of these headstrong creatures. At noon the heat became so violent, that even the Moors themselves bore it with difficulty. We then determined on finding some shade behind the high mounds of sand which appeared in the interior; but how were we to reach them! The sands could not be hotter. We had been obliged to leave our asses on the shore, for they would neither advance nor recede. The greater part of us had neither shoes nor hats; notwithstanding we were obliged to go forward almost a long league to find a little shade. The heat reflected by the sands of the Desert could be compared to nothing but the mouth of an oven at the moment of drawing out the bread; nevertheless, we endured it; but not without cursing those who had been the occasion of all our misfortunes. Arrived behind the heights for which we searched, we stretched ourselves under the Mimos-gommier, (the acacia of the Desert), several broke branches of the asclepia (swallow-wort), and made themselves a shade. But whether from want of air, or the heat of the ground on which we were seated, we were nearly all suffocated. I thought my last hour was come. Already my eyes saw nothing but a dark cloud, when a person of the name of Bernier, who was to have been a smith at Senegal, gave me a boot containing some muddy water, which he had had the precaution to keep. I seized the elastic vase, and hastened to swallow the liquid in large draughts.

One of my companions equally tormented with thirst, envious of the pleasure I seemed to feel, and which I felt effectually, drew the foot from the boot, and seized it in his turn, but it availed him nothing. The water which remained was so disgusting, that he could not drink it, and spilled it on the

ground. Captain Begnere, who was present, judging, by the water which fell, how loathsome must that have been which I had drank, offered me some crumbs of biscuit, which he had kept most carefully in his pocket. I chewed that mixture of bread, dust and tobacco, but I could not swallow it, and gave it all masticated to one of my young brothers, who had fallen from inanimation.

We were about to quit this furnace, when we saw our generous Englishman approaching, who brought us provisions.—At this sight I felt my strength revive, and ceased to desire death, which I had before called on to release me from my sufferings. Several Moors accompanied Mr. Carnet, and every one was loaded. On their arrival we had water, with rice and dried fish in abundance. Every one drank his allowance of water, but had not ability to eat, although the rice was excellent. We were all anxious to return to the sea, that we might bathe ourselves, and the caravan put itself on the road to the breakers of Sahara. After an hour's march of great suffering, we regained the shore, as well as our asses, who were lying in the water. We rushed among the waves, and after a bath of half an hour, we reposed ourselves upon the beach. My cousin and I went to stretch ourselves upon a small rising ground, where we were shaded with some old clothes which we had with us. My cousin was clad in an officer's uniform, the lace of which strongly attracted the eyes of Mr. Carnet's Moors. Scarcely had we lain down, when one of them, thinking we were asleep, came to endeavor to steal it; but seeing we were awake, contented himself by looking at us very steadily.

About three in the morning, a northwest wind having sprang up and a little refreshed us, our caravan continued its route; our generous Englishman again taking the task of procuring us provisions. At four o'clock the sky became overcast, and we heard thunder in the distance. We all expected a great tempest, which happily did not take place.—Near seven we reached the spot where we were to wait for Mr. Carnet, who came to us with a bullock he had purchased. Then quitting the shore, we went into the interior to seek a place to cook our supper. We fixed our camp beside a small wood of acacias, near to which were several wells or cisterns of fresh water. Our ox was instantly killed, skinned, cut to pieces and distributed. A huge fire was kindled, and each was occupied in dressing his meal. At this time I caught a smart fever; notwithstanding I could not help laugh-

ing at seeing every one seated round a large fire holding his piece of beef on the point of his bayonet, a sabre or some sharp-pointed stick. The flickering of the flames on the different faces, sun-burned and covered with long beards, rendered more visible by the darkness of the night, joined to the noise of the waves and the roaring of ferocious beasts, which we heard in the distance, presented a spectacle at once laughable and imposing.

While these thoughts were passing across my mind, sleep overpowered my senses. Being awakened in the middle of the night, I found my portion of beef in the shoes which an old sailor had lent me for walking among the thorns, although it was a little burned and smelt strongly of the dish in which it was contained, I eat a good part of it, and gave the rest to my friend the sailor. That seaman, seeing I was ill, offered to exchange my meat for some which he had had the address to boil in a small tin-box. I prayed him to give me a little water if he had any, and he instantly went and fetched me some in his hat. My thirst was so great that I drank it out of his nasty hat without any repugnance.

At nine o'clock we met upon the shore a large flock herded by young Moors. These shepherds sold us milk, and one of them offered to lend my father an ass for a knife which he had seen him take out of his pocket. My father having accepted the proposal, the Moor left his companion to accompany us as far as Senegal, from which we were yet two good leagues.

Suddenly we left the shore. Our companions appearing quite transported with joy, some of us ran forward, and having gained a slight rising ground, discovered the Senegal at no great distance.

We hastened our march, and for the first time since our shipwreck, a smiling picture presented itself to our view.—The trees always green, with which that noble river is shaded, the humming birds, the red birds, the paroquets, the promerops, &c. who flitted among their long yielding branches, caused in us emotions difficult to express. We could not satiate our eyes with gazing on the beauties of this place, verdure being so enchanting to the sight, especially after having travelled through the Desert. Before reaching the river, we had to descend a little hill covered with thorny bushes. My ass stumbling threw me into the midst of one, and I tore myself in several places, but was easily consoled when I at length found myself on the banks of a river of fresh water.

Every one having quenched his thirst, we stretched ourselves under the shade of a small grove, while the beneficent Mr Carnet and two of our officers set forward to Senegal to announce our arrival, and to get us boats. In the meanwhile some took a little repose, and others were engaged in dressing the wounds with which they were covered.

At two in the afternoon, we saw a small boat beating against the current of the stream with oars. It soon reached the spot where we were. Two Europeans landed, saluted our caravans, and inquired for my father. One of them said he came on the part of MM. Artigue and Laboure, inhabitants of Senegal, to offer assistance to our family; the other added, that he had not waited for the boats which were getting ready for us at the island of St. Louis, knowing too well what would be our need. We were desirous of thanking them, but they instantly ran off to the boat and brought us provisions, which my father's old friends had sent him.—They placed before us a large basket containing several loaves, cheese, a bottle of Madeira, a bottle of filtered water and dresses for my father. Every one, who, during our journey, had taken any interest in our unfortunate family, and especially the brave Captain Begnere, had a share of our provisions. We experienced a real satisfaction in partaking with them, and giving them this small mark of our gratitude.

A young aspirant of marine, who had refused us a glass of water in the Desert, pressed with hunger, begged of us some bread; he got it, also a small glass of Madeira.

It was four o'clock before the boats of the government arrived, and we all embarked. Biscuit and wine were found in each of them, and all were refreshed.

That in which were our family was commanded by M. Artigue, captain of the port, and one of those who had sent us provisions. My father and he embraced as two old friends who had not seen one another for eight years, and congratulated themselves that they had been permitted to meet once more before they died. We had already made a league upon the river when a young navy clerk (M. Mollien) was suddenly taken ill. We put him ashore, and left him to the care of a negro to conduct him to Senegal when he should recover.

It would be in vain for me to paint the various emotions of my mind at that delicious moment. I am bold to say all the colony, if we accept MM. Schmaltz and Lachaumareys, were at the port to receive us from our boats. M. Artigue going on shore first to acquint the English governor of our arrival,

met him coming to us on horseback, followed by our generous conductor Mr. Carnet, and several superior officers.—We went on shore carrying our brothers and sisters in our arms. My father presented us to the English governor, who had alighted; he appeared to be sensibly affected with our misfortunes, the females and children chiefly excited his commiseration. And the native inhabitants and Europeans tenderly shook the hands of the unfortunate people; the negro slaves even seemed to deplore our disastrous fate.

The governor placed the most sickly of our companions in a hospital; various inhabitants of the colony received others into their houses; M. Artigue obligingly took charge of our family. Arriving at his house we there found his wife, two ladies and an English lady, who begged to be allowed to assist us. Taking my sister Caroline and myself, she conducted us to her house, and presented us to her husband, who received us in the most affable manner; after which she led us to her dressing-room, where we were combed, cleansed, and dressed by the domestic negresses, and were most obligingly furnished with linen from her own wardrobe, the whiteness of which was strongly contrasted with our sable countenances In the midst of my misfortunes my soul had preserved all its strength; but this sudden change of situation affected me so much, that I thought my intellectual faculties were forsaking me. We were so confused by our agitation, that we scarcely heard the questions which were put to us, having constantly before our eyes the foaming waves and the immense tract of sand over which we had passed.

The following is the substance, abridged from MM Correard and Savigny, of what took place on the raft during thirteen days before the sufferers were taken up by the Argus Brig.

After the boats had disappeared, the consternation became extreme. All the horrors of thirst and famine passed before our imagination; besides, we had to contend with a treacherous element, which already covered the half of our bodies.—

The deep stupor of the soldiers and sailors instantly changed to despair. All saw their inevitable destruction, and expressed by their moans the dark thoughts which brooded in their minds. Our words were at first unavailing to quiet their fears, which we participated with them, but which a greater strength of mind enabled us to dissemble. At last an unmoved countenance, and our proffered consolations, quieted them by degrees, but could not entirely dissipate the terror with which they were seized.

When tranquility was a little restored, we began to search about the raft for the charts, the compass, and the anchor, which we presumed had been placed upon it, after what we had been told at the time of quitting the frigate.

These things of the first importance, had not been placed upon our machine. Above all, the want of a compass the most alarmed us, and we gave vent to our rage and vengeance. M. Correard then remembered he had seen one in the hands of the principal workmen under his command; he spoke to the man, who replied, 'Yes, yes, I have it with me.' This information transported us with joy, and we believed that our safety depended upon this futile resource; it was about the size of a crown-piece, and very incorrect. Those who have not been in situations in which their existence was exposed to extreme peril, can have but a faint knowledge of the price one attaches then to the simplest objects—with what avidity one seizes the slightest means capable of mitigating the rigor of that fate against which they contend. The compass was given to the commander of the raft, but an accident deprived us of it forever; it fell and disappeared between the pieces of wood which formed our machine. We had kept it but a few hours, and, after its loss, had nothing to guide us but the rising and sitting of the sun.

We had all gone afloat without taking any food. Hunger beginning to be imperiously felt, we mixed our paste of sea-biscuit with a little wine, and distributed it thus prepared.—Such was our first meal, and the best we had, during our stay upon the raft.

An order, according to our numbers, was established for the distribution of our miserable provisions. The ration of wine was fixed at three quarters a day. We will speak no more of the biscuit, it having been entirely consumed at the first distribution. The day passed away sufficiently tranquil. We talked of the means by which we would save ourselves; we spoke of it as a certain circumstance, which reanimated

our courage; and we sustained that of the soldiers, by cherishing in them the hope of being able, in a short time, to revenge themselves on those who had bandoned us. This hope of vengeance, it must be avowed, equally animated us all; and we poured out a thousand imprecations against those who had left us a prey to so much misery and danger.

The officer who commanded the raft being unable to move, M. Savigny took upon himself the duty of erecting the mast. He caused them to cut in two one of the poles of the frigate's masts, and fixed it with the rope which had served to tow us, and of which we made stays and shrouds. It was placed on the anterior third of the raft. We put up for a sail the main-top-gallant, which trimmed very well, but was of very little use, except when the wind served from behind; and to keep the raft in this course, we were obliged to trim the sail as if the breeze blew athwart us.

In the evening, our hearts and our prayers, by a feeling natural to the unfortunate, were turned towards Heaven.—Surrounded by inevitable dangers, we addressed that invisible Being who has established, and who maintains the order of the universe. Our vows were fervent, and we experienced from our prayers the cheering influence of hope. It is necessary to have been in similar situations, before one can rightly imagine what a charm is the sublime idea of a God protecting the unfortunate to the heart of the sufferer

One consoling thought still soothed our imaginations. We persuaded ourselves that the little divisions had gone to the isle of Arguin, and that after it had set a part of its people on shore, the rest would return to our assistance; we endeavored to impress this idea on our soldiers and sailors, which quieted them. The night came without our hope being realized; the wind freshened, and the sea was considerably swelled. What a horrible night! The thought of seeing the boats on the morrow, a little consoled our men, the greater part of whom, being unaccustomed to the sea, fell on one another at each movement of the raft. M. Savigny, seconded by some people who still preserved their presence of mind amidst the disorder, stretched cords across the raft, by which the men held, and were better able to resist the swell of the sea; some were even obliged to fasten themselves. In the middle of the night the weather was very rough; huge waves burst upon us, sometimes overturning us with great violence The cries of the men, mingled with the flood, whilst the terrible sea raised us at every instant from the raft, and threat

ened to sweep us away. This scene was rendered still more terrible, by the horrors inspired by the darkness of the night. Suddenly we believed we saw fires in the distance at intervals.

We had had the precaution to hang at the top of the mast, the gun-powder and pistols which we had brought from the frigate. We made signals by burning a large quantity of cartridges; we even fired some pistols, but it seems the fire we saw, was nothing but an error of vision, or, perhaps, nothing more than the sparkling of the waves.

We struggled with death during the whole of the night, holding firmly by the ropes which were made very secure.—Tossed by the waves from the back to the front, and from the front to the back, and sometimes precipitated into the sea; floating between life and death, mourning our misfortunes, certain of perishing; we disputed, nevertheless, the remainder of our existence, with that cruel element which threatened to engulf us. Such was our condition till daybreak. At every instant were heard the lamentable cries of the soldiers and sailors; they prepared for death, bidding farewell to one another, imploring the protection of Heaven, and addressing fervent prayers to God. Every one made vows to him, in spite of the certainty of never being able to accomplish them. Frightful situation! How is it possible to have any idea of it, which will not fail far short of the reality!

Towards seven in the morning the sea fell a little, the wind blew with less fury; but what a scene presented itself to our view! Ten or twelve unfortunates, having their inferior extremities fixed in the openings between the pieces of the raft, had perished by being unable to disenage themselves; several others were swept away by the violence of the sea. At the hour of repast, we took the numbers anew; we had lost twenty men. We will not affirm that this was the exact number; for we perceived some soldiers who, to have more than their share, took rations for two, and even three; we were so huddled together that we found it absolutely impossible to prevent this abuse.

In the midst of these horrors a touching scene of filial piety drew our tears. Two young men raised and recognized their father, who had fallen, and was lying insensible among the feet of the people. They believed him at first dead, and their despair was expressed in the most affecting manner. It was perceived, however, that he still breathed, and every assistance was rendered for his recovery in our power. He

slowly revived, and was restored to life, and to the prayers of his sons, who supported him closely folded in their arms.—Whilst our hearts were softened by this affecting episode in our melancholy adventures, we had soon to witness the sad spectacle of a dark contrast. Two ship-boys and a baker feared not to seek death, and threw themselves into the sea, after having bid farewell to their companions in misfortune. Already the minds of our people were singularly altered; some believed that they saw land, others ships which were coming to save us; all talked aloud of their fallacious visions.

We lamented the loss of our unfortunate companions. At this moment we were far from anticipating the still more terrible scene which took place on the following night; far from that, we enjoyed a positive satisfaction so well were we persuaded that the boats would return to our assistance. The day was fine, and the most perfect tranquility reigned all the while on our raft. The evening came and no boats appeared. Despondency began again to seize our men, and then a spirit of insubordination manifested itself in cries of rage. The voice of the officers was entirely disregarded. Night fell rapidly in, the sky was obscured by dark clouds; the wind which, during the whole day, had blown rather violently, became furious and swelled the sea, which in an instant became very rough.

The preceding night had been frightful, but this was more so. Mountains of water covered us at every instant, and burst with fury into the midst of us. Very fortunately we had the wind from behind, and the strongest of the sea was a little broken by the rapidity with which we were driven before it. We were impelled towards the land. The men, from the violence of the sea, were hurried from the back to the front; we were obliged to keep to the centre, the firmest part of the raft, and those who could not get there almost all perished. Before and behind the waves dashed impetuously, and swept away the men in spite of all their resistance. At the centre the pressure was such, that some unfortunates were suffocated by the weight of their comrades, who fell upon them at every instant. The officers kept by the foot of the little mast, and were obliged every moment to call to those around them to go to the one or the other side to avoid the waves; for the sea coming nearly athwart us, gave our raft nearly a perpendicular position, to counteract which, they were forced to throw themselves upon the side raised by the sea.

The soldiers and sailors, frightened by the presence of almost inevitable danger, doubted not that they had reached their last hour. Firmly believing they were lost, they resolved to soothe their last moments by drinking till they lost their senses. We had no power to oppose this disorder. They seized a cask which was in the centre of the raft, made a little hole in the end of it, and, with small tin cups, took each a pretty large quantity; but they were obliged to cease, for the sea water rushed into the hole they had made. The fumes of the wine failed not to disorder their brains, already weakened by the presence of danger and want of food. Thus excited, these men became deaf to the voice of reason. They wished to involve, in one common ruin, all their companions in misfortune. They avowedly expressed their intention of freeing themselves from their officers, who they said, wished to oppose their design; and then to destroy the raft, by cutting the ropes which united its different parts. Immediately after they resolved to put their plans into execution. One of them advanced upon the side of the raft with a boarding axe, and began to cut the cords. This was the signal of revolt. We stepped forward to prevent these insane mortals, and he who was armed with the hatchet, with which he even threatened an officer, fell the first victim; a stroke of a sabre terminated his existence.

This man was an Asiatic, and a soldier in a colonial regiment. Of a colossal stature, short hair, a nose extremely large, an enormous mouth and dark complexion, he made a most hideous appearance. At first he had placed himself in the middle of the raft, and, at each blow of his fist, knocked down every one who opposed him; he inspired the greatest terror, and none durst approach him. Had there been six such, our destruction would have been certain.

Some men anxious to prolong their existence, armed and united themselves with those who wished to preserve the raft; among this number were some subaltern officers and many passengers. The rebels drew their sabres, and those who had none armed themselves with knives. They advanced in a determined manner upon us; we stood on our defence; the attack commenced. Animated by despair, one of them aimed a stroke at an officer; the rebel instantly fell, pierced with wounds. This firmness awed them for an instant, but diminished nothing of their rage. They ceased to advance, and withdrew, presenting to us a front bristling with sabres and bayonets, to the back part of the raft to execute their plan.—

One of them feigned to rest himself on the small railings on the sides of the raft, and with a knife began cutting the cords. Being told by a servant, one of us sprung upon him. A soldier, wishing to defend him, struck at the officer with his knife, which only pierced his coat; the officer wheeled round, seized his adversary, and threw both him and his comrade into the sea.

There had been as yet but partial affairs; the combat became general. Some one cried to lower the sail; a crowd of infuriated mortals threw themselves in an instant upon the haulyards and the shrouds, and cut them. The fall of the mast almost broke the thigh of a captain of infantry, who fell insensible. He was seized by the soldiers, who threw him into the sea. We saved him, and placed him on a barrel, whence he was taken by the rebels, who wished to put out his eyes with a penknife. Exasperated by so much brutality, we no longer restrained ourselves, but pushed in upon them, and charged them with fury. Sword in hand we traversed the line which the soldiers had formed, and many paid with their lives the errors of their revolt. Various passengers, during these cruel moments, evinced the greatest courage and coolness.

M. Correard fell into a sort of swoon; but hearing at every instant the cries, To Arms! with us comrades; we are lost! joined with the groans and imprecations of the wounded and dying, was soon roused from his lethargy. All this horrible tumult speedily made him comprehend how necessary it was to be upon his guard. Armed with his sabre, he gathered together some of his workmen on the front of the raft, and there charged them to hurt no one, unless they were attacked. He almost always remained with them; and several times they had to defend themselves against the rebels, who, swimming round to that point of the raft, placed M. Correard and his little troop between two dangers, and made their position very difficult to defend. At every instant he was opposed to men armed with knives, sabres and bayonets. Many had carabines which they wielded as clubs. Every effort was made to stop them, by holding them off at the point of their swords; but, in spite of the repugnance they experienced in fighting with their wretched countrymen, they were compelled to use their arms without mercy. Many of the mutineers attacked with fury, and they were obliged to repel them in the same manner. Some of the laborers received severe wounds in this action. Their commander could show a great

number received in the different engagements. At last their united efforts prevailed in dispersing this mass who had atacked them with such fury.

During this combat, M. Correard was told by one of his workmen who remained faithful, that one of their comrades, named Dominique, had gone over to the rebels, and that they had seized and thrown him into the sea. Immediately forgetting the fault and treason of this man, he threw himself in at the place whence the voice of the wretch was heard calling for assistance, seized him by the hair, and had the good fortune to restore him on board. Dominique had got several sabre wounds in a charge, one of which had laid open his head. In spite of the darkness we found out the wound, which seemed very large.

One of the workmen gave his handkerchief to bind and stop the blood. Our care recovered the wretch; but, when he had collected strength, the ungrateful Dominique, forgetting at once his duty and the signal service which we had rendered him, went and rejoined the rebels. So much baseness and insanity did not go unrevenged; and soon after he found, in a fresh assault, that death from which he was not worthy to be saved, but which he might in all probability have avoided, if, true to honor and gratitude, he had remained among us.

Just at the moment we finished dressing the wounds of Dominique, another voice was heard. It was that of the unfortunate female who was with us on the raft, and whom the infuriated beings had thrown into the sea, as well as her husband, who had defended her with courage. M. Correard in despair at seeing two unfortunates perish, whose pitiful cries, especially the woman's pierced his heart, seized a large rope which he found on the front of the raft, which he fastened round his middle, and throwing himself a second time into the sea, was again so fortunate as to save the woman, who invoked, with all her might, the assistance of our Lady of Land. Her husband was rescued at the same time by the head workman, Lavilette. We laid these unfortunates upon the dead bodies, supporting their backs with a barrel. In a short while they recovered their senses. The first thing the woman did was to acquaint herself with the name of the person who saved her, and to express to him her liveliest gratitude.—Finding, doubtless, that her words but ill expressed her feelings, she recollected she had in her pocket a little snuff, and instantly offered it to him,—it was all she possessed Touch-

ed with the gift, but unable to use it, M. Correard gave it to a poor sailor, which served him for three or four days. But it is impossible for us to describe a still more affecting scene, the joy this unfortunate couple testified, when they had sufficiently recovered their senses, at finding that they were both saved.

The rebels being repulsed, as it has been stated above, left us a little repose. The moon lighted with her melancholy rays this disastrous raft, this narrow space, on which were found united so many torturing anxieties, so many cruel misfortunes, a madness so insensate, a courage so heroic, and the most generous, the most amiable sentiments of nature and humanity.

The man and wife, who had been but a little before stabbed with swords and bayonets, and thrown both together into a stormy sea, could scarcely credit their senses when they found themselves in one another's arms. The woman was a native of the Upper Alps, which place she had left twenty-four years before, and during which time she had followed the French armies in the campaigns in Italy, and other places, as a sutler. 'Therefore preserve my life,' said she to M. Correard, 'you see I am an useful woman. Ah! if you knew how often I have ventured upon the field of battle, and braved death to carry assistance to our gallant men. Whether they had money or not I always let them have my goods. Sometimes a battle would deprive me of my poor debtors; but after the victory, others would pay me double or triple for what they had consumed before the engagement. Thus I came in for a share of their victories.' Unfortunate woman! she little knew what a horrible fate awaited her among us! They felt, they expressed so vividly that happiness which they alas so shortly enjoyed, that would have drawn tears from the most obdurate heart. But in that horrible moment, when we scarcely breathed from the most furious attack,—when we were obliged to be continually on our guard, not only against the violence of the men, but a most boisterous sea, few among us had time to attend to scenes of conjugal affection.

After this second check, the rage of the soldiers was suddenly appeased,and gave place to the most abject cowardice. Several threw themselves at our feet, and implored our pardon, which was instantly granted. Thinking that order was re-established, we returned to our station on the centre of the raft, only taking the precaution of keeping our arms. We, however, had soon to prove the impossibility of counting on

the permanence of any honest sentiment in the hearts of these beings.

It was nearly midnight; and after an hour of apparent tranquility, the soldiers rose afresh. Their mind was entirely gone; they ran upon us in despair with knives and sabres in their hands. As they yet had all their physical strength, and besides were armed, we were obliged again to stand on our defence. Their revolt became still more dangerous, as, in their delirium, they were entirely deaf to the voice of reason. They attacked us, we charged them in our turn, and immediately the raft was strewed with their dead bodies. Those of our adversaries who had no weapons endeavored to tear us with their sharp teeth. Many of us were cruely bitten.—M. Savigny was torn on the legs and the shoulder; he also received a wound on the right arm which deprived him of the use of his fourth and little finger for a long while. Many others were wounded; and many cuts were found in our clothes from knives and sabres.

One of our workmen was also seized by four of the rebels, who wished to throw him into the sea. One of them had laid hold of his right leg, and had bit most unmercifully the tendon above the heel ; others were striking him with great slashes of their sabres, and with the butt end of their guns, when his cries made us hasten to his assistance. In this affair, the brave Lavilette, ex-serjeant of the foot artillery of the Old Guard, behaved with a courage worthy of the greatest praise. He rushed upon the infuriated beings in the manner of M. Correard, and soon snatched the workman from the danger which menaced him. Some short while after, in a fresh attack of the rebels, sub-lieutenant Lozach fell into their hands. In their delirium, they had taken him for Lieutenant Danglas, of whom we have formerly spoken, and who had abandoned the raft at the moment when we were quitting the frigate. The troop, to a man; eagerly sought this officer, who had seen little service, and whom they reproached for having used them ill during the time they garrisoned the Isle of Rhe. We believed this officer lost, but hearing his voice, we soon found it still possible to save him. Immediately MM. Clairet, Savigny, L' Heureux, Lavilette, Coudin, Correard, and some workmen, formed themselves into small platoons, and rushed upon the insurgents with great impetuosity, overturning every one in their way, and retook M. Lozach, and placed him on the centre of the raft.

The preservation of this officer cost us infinite difficulty

Every moment the soldiers demanded he should be delivered to them, designating him always by the name of Danglas. We endeavored to make them comprehend their mistake, and told them that they themselves had seen the person for whom they sought return on board the frigate. They were insensible to everything we said; everything before them was Danglas; they saw him perpetually, and furiously and unceasingly demanded his head. It was only by force of arms we succeeded in repressing their rage, and quieting their dreadful cries of death.

Horrible night! thou shrouded with thy gloomy veil these frightful combats, over which presided the cruel demon of despair.

We had also to tremble for the life of M. Coudin. Wounded and fatigued by the attacks which he had sustained with us, and in which he had shown a courage superior to everything, he was resting himself on a barrel, holding in his arms a young sailor boy of twelve years of age, to whom he had attached himself. The mutineers seized him with his barrel, and threw him into the sea with the boy, whom he still held fast. In spite of his burden, he had the presence of mind to lay hold of the raft, and to save himself from this extreme peril.

We cannot yet comprehend how a handful of men should have been able to resist such a number so monstrously insane. We are sure we were not more than twenty to combat all these madmen. Let it not, however, be imagined, that in the midst of all these dangers we had preserved our reason entire. Fear, anxiety, and the most cruel privations, had greatly changed our intellectual faculties. But being somewhat less insane than the unfortunate soldiers, we energetically opposed their determination of cutting the cords of the raft. Permit us now to make some observations concerning the different sensations with which we were affected. During the first day, M. Griffon entirely lost his senses. He threw himself into the sea, but M. Savigny saved him with his own hands. His words were vague and unconnected. A second time he threw himself in, but, by a sort of instinct, kept hold of the cross pieces of the raft, and was again saved.

The following is what M. Savigny experienced in the beginning of the night. His eyes closed in spite of himself, and he felt a general drowsiness. In this condition the most delightful visions flitted across his imagination. He saw around him a country covered with the most beautiful plantations, and found himself in the midst of objects delightful to his senses.

Nevertheless, he reasoned concerning his condition, and felt that courage alone could withdraw him from this species of non-existence. He demanded some wine from the master-gunner, who got it for him, and he recovered a little from this stupor. If the unfortunates who were assailed with these primary symptoms had not strength to withstand them, their death was certain. Some became furious ; others threw themselves into the sea, bidding farewell to their comrades with the utmost coolness. Some said—'Fear nothing ; I am going to get you assistance, and will return in a short while.' In the midst of this general madness, some wretches were seen rushing upon their companions, sword in hand, demanding a wing of a chicken and some bread to appease the hunger which consumed them ; others asked for their hammocks to go, they said, between the decks of the frigate to take a little repose. Many believed they were still on the Medusa, surrounded by the same objects they there saw daily. Some saw ships, and called to them for assistance, or a fine harbor, in the distance of which was an elegant city. M. Correard thought he was travelling through the beautiful fields of Italy. An officer said to him—'I recollect we have been abandoned by the boats ; but fear nothing. I am going to write to the governor, and in a few hours we shall be saved.' M. Correard replied in the same tone, and as if he had been in his ordinary condition.—'Have you a pigeon to carry your orders with such celerity ?' The cries and the confusion soon roused us from this languor ; but when tranquility was somewhat restored, we again fell into the same drowsy condition. On the morrow, we felt as if we had awoke from a painful dream, and asked our companions, if, during their sleep, they had not seen combats and heard cries of despair. Some replied, that the same visions had continually tormented them, and that they were exhausted with fatigue. Every one believed he was deceived by the illusions of a horrible dream.

After these different combats, overcome with toil, with want of food and sleep, we laid ourselves down and reposed till the morrow dawned, and showed us the horror of the scene. A great number in their delirium had thrown themselves into the sea. We found that sixty or sixty-five had perished during the night. A fourth part at least, we supposed, had drowned themselves in despair. We only lost two of our own numbers, neither of whom were officers. The deepest dejection was painted on every face ; each, having recovered himself, could

now feel the horrors of his situation ; and some of us, shedding tears of despair, bitterly deplored the rigor of our fate.

A new misfortune was now revealed to us. During the tumult, the rebels had thrown into the sea two barrels of wine, and the only two casks of water which we had upon the raft. Two casks of wine had been consumed the day before, and only one was left. We were more than sixty in number, and we were obliged to put ourselves on half rations.

At break of day, the sea calmed, which permitted us again to erect our mast. When it was replaced, we made a distribution of wine. The unhappy soldiers murmured and blamed us for privations which we equally endured with them. They fell exhausted. We had taken nothing for forty-eight hours, and we had been obliged to struggle continually against a strong sea. We could, like them, hardly support ourselves ; courage alone made us still act. We resolved to employ every possible means to catch fish, and, collecting all the hooks and eyes from the soldiers, made fish-hooks of them but all was of no avail. The currents carried our lines under the raft, where they got entangled. We bent a bayonet to catch sharks ; one bit at it, and straitened it, and we abandoned our project. Something was absolutely necessary to sustain our miserable existence, and we tremble with horror at being obliged to tell that of which we made use. We feel our pen fall from our hands : a mortal cold congeals all our members, and our hair bristles erect on our foreheads. Readers ! we implore you, feel not indignant towards men already overloaded with misery. Pity their condition, and shed a tear of sorrow for their deplorable fate.

The wretches, whom death had spared during the disastrous night we have described, seized upon the dead bodies with which the raft was covered, cutting them up by slices, which some even instantly devoured. Many nevertheless refrained. Almost all the officers were of this number. Seeing that this monstrous food had revived the strength of those who had used it, it was proposed to dry it, to make it a little more palatable. Those who had firmness to abstain from it, took an additional quantity of wine. We endeavored to eat shoulder-belts and cartouch-boxes, and contrived to swallow some small bits of them. Some eat linen ; others the leathers of their hats, on which was a little grease, or rather dirt. We had recourse to many expedients to prolong our miserable existence, to recount which would only disgust the heart of humanity

The day was calm and beautiful. A ray of hope beamed for a moment to quiet our agitation. We still expected to see the boats or some ships, and addressed our prayers to the Eternal, on whom we placed our trust. The half of our men were extremely feeble, and bore upon their faces the stamp of approaching dissolution. The evening arrived, and we found no help. The darkness of the third night augmented our fears, but the wind was still, and the sea less agitated. The sun of the fourth morning since our departure shone upon our disaster, and showed us ten or twelve of our companions stretched lifeless upon the raft. This sight struck us most forcibly, as it told us we would be soon extended in the same manner in the same place. We gave their bodies to the sea for a grave, reserving only one to feed those who, but the day before, had held his trembling hands, and sworn to him eternal friendship. This day was beautiful. Our souls, anxious for more delightful sensations, were in harmony with the aspect of the heavens, and got again a new ray of hope. Towards four in the afternoon, an unlooked for event happened which gave us some consolation. A shoal of flying fish passed under our raft, and as there were an infinite number of openings between the pieces which composed it, the fish were entangled in great quantities. We threw ourselves upon them, and captured a considerable number. We took about two hundred and put them in an empty barrel; we opened them as we caught them, and took out what is called their milt. This food seemed delicious: but one man would have required a thousand. Our first emotion was to give to God renewed thanks for this unhoped for favor.

An ounce of gunpowder having been found in the morning, was dried in the sun during the day, which was very fine; a steel, gunflints, and tinder made also a part of the same parcel. After a good deal of difficulty we set fire to some fragments of dry linen. We made a large opening in the side of an empty cask, and placed at the bottom of it several wet things, and upon this kind of scaffolding we set our fire; all of which we placed on a barrel that the sea-water might not extinguish it. We cooked some fish and eat them with extreme avidity; but our hunger was such, and our portion so small, that we added to it some of the sacrilegious viands, which the cooking rendered less revolting. This some of the officers touched for the first time. From this day we continued to eat it; but we could no longer dress it, the means of making a fire having been entirely lost; the barrel having caught fire we ex-

tinguished it without being able to preserve anything to rekindle it on the morrow. The powder and tinder were entirely gone. This meal gave us all additional strength to support our fatigues. The night was tolerable, and would have been happy, had it not been signalized by a new massacre.

Some Spaniards, Italians, and negroes, had formed a plot to throw us all into the sea. The negroes had told them that they were very near the shore, and that, when there, they would enable them to traverse Africa without danger. We had to take to our arms again, the sailors, who had remained faithful to us, pointing out to us the conspirators. The first signal for battle was given by a Spaniard, who, placing himself behind the mast, holding fast by it, made the sign of the Cross with one hand, invoking the name of God, and with the other held a knife. The sailors seized him and threw him into the sea. An Italian, servant to an officer of the troops, who was in the plot, seeing all was discovered, armed himself with the only boarding axe left on the raft, made his retreat to the front, enveloped himself in a piece of drapery he wore across his breast, and of his own accord threw himself into the sea. The rebels rushed forward to avenge their comrades; a terrible conflict again commenced; both sides fought with desperate fury; and soon the fatal raft was strewed with dead bodies and blood, which should have been shed by other hands, and in another cause. In this tumult we heard them again demanding, with horrid rage, the head of Lieut. Danglas! In this assault the unfortunate sutler was a second time thrown into the sea. M. Coudin, assisted by some workmen, saved her, to prolong for a little while her torment and her existence.

In this terrible night Lavilette failed not to give proofs of the rarest intrepidity. It was to him and some of those who had survived the sequel of our misfortunes, that we owed our safety. At last, after unheard of efforts, the rebels were once more repulsed, and quiet restored. Having escaped this new danger, we endeavored to get some repose. The day at length dawned upon us for the fifth time. We were now no more than thirty in number. We had lost four or five of our faithful sailors, and those who survived were in the most deplorable condition. The sea-water had almost entirely excoriated the skin of our lower extremities; we were covered with contusions or wounds, which, irritated by the salt water, extorted from us the most piercing cries. About twenty of us only were capable of standing upright or walking. Almost all our

fish was exhausted ; we had but four days' supply of wine : in four days, said we, nothing will be left, and death will be inevitable. Thus came the seventh day of our abandonment. In the course of the day two soldiers had glided behind the only barrel of wine that was left ; pierced it, and were drinking by means of a reed. We had sworn that those who used such means should be punished with death ; which law was instantly put in execution, and the two transgressors were thrown into the sea.

This same day saw the close of the life of a child named Leon, aged twelve years. He died like a lamp which ceases to burn for want of aliment. All spoke in favor of this young and amiable creature, who merited a better fate. His angelic form, his musical voice, the interest of an age so tender increased still more by the courage he had shown, and the services he had performed, for he had already made in the preceding year a campaign in the East Indies, inspired us all with the greatest pity for this young victim, devoted to so horrible and premature a death. Our old soldiers and all our people in general did everything they could to prolong his existence, but all was in vain. Neither the wine which they gave him without regret, nor all the means they employed, could arrest his melancholy doom, and he expired in the arms of M. Coudin, who had not ceased to give him the most unwearied attention. Whilst he had strength to move, he ran incessantly from one side to the other, loudly calling for his unhappy mother, for water and food. He trod indiscriminately on the feet and legs of his companions in misfortune, who, in their turn, uttered sorrowful cries, but these were very rarely accompanied with menaces ; they pardoned all which the poor boy had made them suffer. He was not in his senses, consequently could not be expected to behave as if he had had the use of his reason.

There now remained but twenty-seven of us. Fifteen of that number seemed able to live yet some days ; the rest, covered with large wounds, had almost entirely lost the use of their reason. They still, however, shared in the distributions, and would, before they died, consume to thirty or forty bottles of wine, which to us were inestimable. We deliberated, that by putting the sick on half allowance was but putting them to death by halves ; but after a counsel, at which presided the most dreadful despair, it was decided they should be thrown into the sea. This means, however repugnant, however horrible it appeared to us, procured the survivors six

days' wine. But after the decision was made, who durst execute it? The habit of seeing death ready to devour us; the certainty of our infallible destruction without this monstrous expedient; all, in short, had hardened our hearts to every feeling but that of self-preservation. Three sailors and a soldier took charge of this cruel business We looked aside and shed tears of blood at the fate of these unfortunates. Among them were the wretched sutler and her husband. Both had been grievously wounded in the different combats. The woman had a thigh broken between the beams of the raft, and a stroke of a sabre had made a deep wound in the head of her husband. Every thing announced their approaching end. We consoled ourselves with the belief that our cruel resolution shortened but a brief space the term of their existence. Ye who shudder at the cry of outraged humanity, recollect, that it was other men, fellow-countrymen, comrades who had placed us in this awful situation!

This horrible expedient saved the fifteen who remained; for when we were found by the Argus brig, we had very little wine left, and it was the sixth day after the cruel sacrifice we have described. The victims, we repeat, had not more than forty-eight hours to live, and by keeping them on the raft, we would have been absolutely destitute of the means of existence two days before we were found. Weak as we were, we considered it as a certain thing, that it would have been impossible for us to have lived only twenty-four hours more without taking some food. After this catastrophe, we threw our arms into the sea; they inspired us with a horror we could not overcome. We only kept one sabre, in case we had to cut some cordage or some piece of wood.

A new event, for everything was an event to wretches to whom the world was reduced to the narrow space of a few toises, and for whom the winds and waves contended in their fury as they floated above the abyss; an event happened which diverted our minds from the horrors of our situation. All on a sudden a white butterfly, of a species common in France, came fluttering above our heads, and settled on our sails. The first thought this little creature suggested was, that it was the harbinger of approaching land, and we clung to the hope with a delirium of joy. It was the ninth day we had been upon the raft; the torments of hunger consumed our entrails; and the soldiers and sailors already devoured with haggard eyes this wretched prey, and seemed ready to dispute about it. Others looking upon it as a messenger from Heaven,

declared that they took it under their protection, and would suffer none to do it harm. It is certain we could not be far from land, for the butterflies continued to come on the following days, and flutter about our sail. We had also on the same day another indication not less positive, by a Goeland which flew around our raft. This second visitor left us no doubt that we were fast approaching the African soil, and we persuaded ourselves we would be speedily thrown upon the coast by the force of the currents.

This same day a new care employed us. Seeing we were reduced to so small a number, we collected all the little strength we had left, detached some planks on the front of the raft, and, with some pretty long pieces of wood, raised on the centre a kind of platform, on which we reposed. All the effects we could collect were placed upon it, and rendered to make it less hard ; which also prevented the sea from passing with such facility through the spaces between the different planks, but the waves came across, and sometimes covered us completely.

On this new theatre we resolved to meet death in a manner becoming Frenchman, and with perfect resignation. Our time was almost wholly spent in speaking of our unhappy country. All our wishes, our last prayers, were for the prosperity of France. Thus passed the last days of our abode upon the raft.

Soon after our abandonment, we bore with comparative ease the immersions during the nights, which are very cold in these countries ; but latterly, every time the waves washed over us, we felt a most painful sensation, and we uttered plaintive cries. We employed every means to avoid it. Some supported their heads on pieces of wood, and made with what they could find a sort of little parapet to screen them from the force of the waves ; others sheltered themselves behind two empty casks. But these means were very insufficient : it was only when the sea was calm that it did not break over us.

An ardent thirst, redoubled in the day by the beams of a burning sun, consumed us. An officer of the army found by chance a small lemon, and it may be easily imagined how valuable such a fruit would be to him. His comrades, in spite of the most urgent entreaties, could not get a bit of it from him. Signs of rage were already manifested, and had he not partly listened to the solicitations of those around him, they would have taken it by force, and he would have perished the victim of his selfishness. We also disputed about thirty clover of garlic which

were found in the bottom of a sack. These disputes were for the most part accompanied with violent menaces, and if they had been prolonged, we might perhaps have come to the last extremities. There was found also two small phials, in which was a spirituous liquid for cleaning the teeth. He who possessed them kept them with care, and gave with reluctance one or two drops in the palm of the hand. This liquor which, we think, was a tincture of guiacum, cinnamon, cloves, and other aromatic substances, produced on our tongues an agreeable feeling, and for a short while removed the thirst which destroyed us. Some of us found some small pieces of powder, which made, when put into the mouth, a kind of coolness. One plan generally employed was to put into a hat a quantity of sea-water with which we washed our faces for a while, repeating it at intervals. We also bathed our hair and held our hands in the water. Misfortune made us ingenious, and each thought of a thousand means to alleviate his sufferings. Emaciated by the most cruel privations, the least agreeable feeling was to us a happiness supreme. Thus we sought with avidity a small empty phial which one of us possessed, and in which had once been some essence of roses; and every one as he got hold of it respired with delight the odor it exhaled, which imparted to his senses the most soothing impressions. Many of us kept our ration of wine in a small tin cup, and sucked it out with a quill. This manner of taking it was of great benefit to us, and allayed our thirst much better than if we had gulped it off at once.

Three days passed in inexpressible anguish. So much did we despise life, that many of us feared not to bathe in sight of the sharks which surrounded our raft; others placed themselves naked upon the front of our machine, which was under water. These expedients diminished a little the ardor of their thirst. A species of molusca, known to seamen by the name of gatere, was sometimes driven in great numbers on our raft; and when their long arms rested on our naked bodies, they occasioned us the most cruel sufferings. Will it be believed, that admist these terrible scenes, struggling with inevitable death, some of us uttered pleasantries which made us yet smile, in spite of the horrors of our situation? One, besides others, said jestingly, 'If the brig is sent to search for us, pray God it has the eyes of Argus,' in allusion to the name of the vessel we presumed would be sent to our assistance. This consolatory idea never left us an instant, and we spoke of it frequently.

On the 16th, reckoning we were very near land, eight of the most determined among us resolved to endeavor to gain the coast. A second raft, of smaller dimensions, was formed for transporting them thither : but it was found insufficient, and they at length determined to await death in their present situation. Meanwhile night came on, and its sombre veil revived in our minds the most afflicting thoughts. We were convinced there were not above a dozen or fifteen bottles of wine in our barrel. We began to have an invincible disgust at the flesh which had till then scarcely supported us ; and we may say, that the sight of it inspired us with feelings of horror, doubtless produced by the idea of our approaching destruction.

On the morning of the 17th, the sun appeared free from clouds. After having addressed our prayers to the Eternal, we divided among us a part of our wine. Each, with delight, was taking his small portion, when a captain of infantry, casting his eyes on the horizon, perceived a ship, announced it to us by an exclamation of joy. We knew it to be a brig, but it was at a great distance ; we could distinguish the masts. The sight of this vessel revived in us emotions difficult to describe Each believed his deliverance sure, and we gave a thousand thanks to God. Fears, however, mingled with our hopes. We straightened some hoops of casks, to the ends of which we fixed handkerchiefs of different colors. A man, with our united assistance, mounted to the top of the mast, and waved these little flags. For more than half an hour, we were tossed between hope and fear. Some thought the vessel grew larger, and others were convinced its course was from us. These last were the only ones whose eyes were not blinded by hope, for the ship disappeared.

From the delirium of joy, we passed to that of despondency and sorrow. We envied the fate of those whom we had seen perish at our sides ; and we said to ourselves, 'When we shall be in want of everything, and when our strength begins to forsake us, we will wrap ourselves up as well as we can, we will stretch ourselves on this platform, the witness of the most cruel sufferings, and there await death with resignation.' At length, to calm our despair, we sought for consolation in the arm of sleep. The day before, we had been scorched by the beams of a burning sun : to-day, to avoid the fierceness of his rays, we made a tent with the main-sail of the frigate As soon as it was finished, we laid ourselves under it ; thus all that was passing without was hid from our eyes. We pro

posed then to write upon a plank an abridgement of our adventures, and to add our names at the bottom of the recital, and fix it to the upper part of the mast, in the hope it would reach the government and our families.

After having passed two hours, a prey to the most cruel reflections, the master gunner of the frigate, wishing to go to the front of the raft, went out from below the tent. Scarcely had he put out his head, when he turned to us, uttering a piercing cry. Joy was painted upon his face; his hands were stretched towards the sea; he breathed with difficulty. All he was able to say was; 'SAVED! SEE THE BRIG UPON US!' and in fact it was not more than half a league distant having every sail set, and steering right upon us. We rushed from our tent; even those whom enormous wounds in their inferior extremities had confined for many days, dragged themselves to the back of the raft, to enjoy a sight of the ship which had come to save us from certain death. We embraced one another with a transport which looked much like madness, and tears of joy trickled down our cheeks, withered by the most cruel privations. Each seized handkerchiefs, or some pieces of linen, to make signals to the brig, which was rapidly approaching us. Some fell on their knees, and fervently returned thanks to Providence for this miraculous preservation of their lives. Our joy redoubled when saw we at the top of the foremast a large white flag, and we cried, 'It is then to Frenchmen we will owe our deliverance.' We instantly recognised the brig to be the Argus; it was then about two gunshots from us. We were terribly impatient to see her reef her sails, which at last she did, and fresh cries of joy arose from our raft. The Argus came and lay-to on our starboard, about half a pistol-shot from us. The crew, ranged upon the deck and on the shrouds, announced to us, by the waving of their hands and hats, the pleasure they felt at coming to the assistance of their unfortunate countrymen. In a short time we were all transported on board the brig, where we found the lieutenant of the frigate, and some others who had been wrecked with us. Compassion was painted on every face; and pity drew tears from every eye which beheld us.

We found some excellent broth on board the brig, which they had prepared, and when they had perceived us they added to it some wine, and thus restored our nearly exhausted strength. They bestowed on us the most generous care and attention; our wounds were dressed, and on the morrow many of our sick began to revive Some, however, still suffered

much, for they were placed between decks, very near the kitchen, which augmented the almost insupportable heat of these latitudes. This want of space arose from the small size of the vessel. The number of the shipwrecked was indeed very considerable. Those who did not belong to the navy were laid upon cables, wrapped in flags, and placed under the fire of the kitchen. Here they had almost perished during the course of the night, fire having broken out between decks about ten in the evening ; but timely assistance being rendered, we were saved for the second time. We had scarcely escaped when some of us became again delirous. An officer of infantry wished to throw himself into the sea, to look for his pocket book, and would have done it had he not been prevented, Others were seized in a manner not less frenzied.

The commander and officers of the brig watched over us, and kindly anticipated our wants. They snatched us from death, by saving us from our raft ; their unremitting care revived within us the spark of life. The surgeon of the ship, M. Renaud, distinguished himself for his indefatigable zeal. He was obliged to spend the whole of the day in dressing our wounds ; and during the two days we were in the brig, he bestowed on us all the aid of his art, with an attention and gentleness which merit our eternal gratitude.

In truth, it was time we should find an end of our sufferings ; they had lasted thirteen days, in the most cruel manner. The strongest among us might have lived forty-eight hours, or so, longer. M. Correard felt that he must die in the course of the day ; he had, however a presentiment we would be saved. He said, that a series of events so unheard of would not be buried in oblivion ; that Providence would at least preserve some of us to tell to the world the melancholy story of our misfortunes.

Such is the faithful history of those who were left upon the memorable raft. Of one hundred and fifty, fifteen only were saved. Five of that number never recovered from their fatigue, and died at St. Louis. Those who yet live are covered with scars ; and the cruel sufferings to which they have been exposed, have materially shaken their constitutions

THE LOSS OF THE ROYAL GEORGE.

On the 29th of August, 1782, it was found necessary that the Royal George, a line-of-battle ship of 108 guns, which had lately arrived at Spithead from a cruise, should, previously to her going again to sea, undergo the operation which seamen technically call a Parliament heel. In such cases the ship is inclined in a certain degree on one side, while the defects below the water-mark on the other side are examined and repaired. This mode of proceeding is, we believe at the present day, very commonly adopted where the defects to be repaired are not extensive, or where (as was the case with the Royal George) it is desirable to avoid the delay of going into dock. The operation is usually perfomed in still weather and smooth water, and is attended with so little difficulty and danger, that the officers and crew usually remain on board, and neither the guns nor stores are removed.

The business was commenced on the Royal George early in the morning, a gang of men from the Portsmouth Dockyard coming on board to assist the ship's carpenters. It is said that, finding it necessary to strip off more of the sheathing than had been intended, the men in their eagerness to reach the defect in the ship's bottom, were induced to heel her too much, when a sudden squall of wind threw her wholly on her side; and the gun-ports being open, and the cannon rolling over to the depressed side, the ship was unable to right herself, instantaneously filled with water, and went to the bottom.

The fatal accident happened about ten o'clock in the morning. Admiral Kempenfeldt was writing in his cabin, and the greater part of the people were between decks. The ship, as is usually the case upon coming into port, was crowded with people from the shore, particularly women, of whom it is supposed there were not less than three hundred on board. Amongst the sufferers were many of the wives and children of the petty officers and seamen, who, knowing the ship was shortly to sail on a distant and perilous service, eagerly embraced the opportunity of visiting their husbands and fathers

The Admiral, with many brave officers and most of those who were between decks, perished; the greater number of the guard, and those who happened to be on the upper deck, were saved by the boats of the fleet. About seventy others were likewise saved. The exact number of persons on board at the time could not be ascertained; but it was calculated that from 800 to 1000 were lost. Captain Waghorn, whose gallantry in the North Sea Battle, under Admiral Parker, had procured him the command of this ship, was saved, though he was severely bruised and battered; but his son, a lieutenant in the Royal George, perished. Such was the force of the whirlpool, occasioned by the sudden plunge of so vast a body in the water, that a victualler which lay alongside the Royal George was swamped; and several small craft, at a considerable distance, were in imminent danger.

Admiral Kempenfeldt, who was nearly 70 years of age, was peculiarly and universally lamented. In point of general science and judgment, he was one of the first naval officers of his time; and, particularly in the art of manœuvring a fleet, he was considered by the commanders of that day as unrivalled. His excellent qualities, as a man, are said to have equalled his professional merits.

This melancholy occurrence has been recorded by the poet Cowper, in the following beautiful lines:—

Toll for the brave!
The brave, that are no more!
All sunk beneath the wave,
Fast by their native shore.

Eight hundred of the brave,
Whose courage well was tried,
Had made the vessel heel,
And laid her on her side.

A land-breeze shook the shrouds,
And she was overset;
Down went the Royal George,
With all her crew complete

Toll for the brave!
Brave Kempenfeldt is gone;
His last sea-fight is fought;
His work of glory done

It was not in the battle;
No tempest gave the shock,
She sprang no fatal leak;
She ran upon no rock.

His sword was in its sheath;
His fingers held the pen,
When Kempenfeldt went down,
With twice four hundred men

Weigh the vessel up,
Once dreaded by our foes!
And mingle with our cup
The tear that England owes.

Her timbers yet are sound,
And she may float again,
Full charg'd with England's thunder
And plough the distant main.

But Kempenfeldt is gone,
His victories are o'er;
And he, and his eight hundred,
Shall plough the wave no more

LOSS OF THE ÆNEAS TRANSPORT.

The Æneas transport sailed with 347 souls on board, including a party of men belonging to the 100th regiment of foot, as also some officers, together with several women and children. About four in the morning of the 23d of Oct. 1805, the vessel struck violently on a rock, and received such damage that her total wreck soon became evident to all on board. For the first few minutes after this alarming occurrence, the

women and children clung to their husbands and fathers; but in a short time, a prodigious wave swept not less than 250 of those miserable people into the ocean. The rock whereon the vessel had struck, speedily forced its way through the decks, and then it appears, from her parting, thirty-five of the survivors were driven on a small island before eight in the morning, about a quarter of a mile distant, but when she had entirely gone to pieces.

The narrative of these events was collected from one of the survivors, a soldier of the 100th regiment, who could give no correct account of how he and the others got ashore, but he supposed they were floated in by part of the wreck. He remembered to have observed one of the boys endeavoring to save Major Bertram, whose arm was broken by some timber, and he was on the point of sinking; he held him up as long as his strength permitted; but to save his own life, was forced to let go his hold, and the Major perished.

The thirty-five men who gained the shore, consisted of part of the regiment, two of whom were officers, Lieutenant Dawson and Ensign Faulkner, and seven sailors. Immediately on landing, the wind unfortunately changed, so that not an article of any kind was saved from the wreck. Mr. Faulkner was aware of the real situation they had reached, judging the main-land, which they saw about a mile distant, to be Newfoundland, and that they were about 300 miles distant from the town of St. John's.

After passing one night on the little island, they constructed a raft, by means of which, thirty of them arrived on the main land. Previous to this, however, four survivors of the shipwreck had died, among whom was the poor fellow who had endeavored to save Major Bertram. Another, who had both his legs broken, was missing, as he had crawled away from his comrades, that he might die in quiet. But eight days afterwards, he was found alive, though in a shocking state, as his feet were frozen off. Yet he survived all this, and reached Quebec at a future period. Most of the party set out, leaving three behind them, who were unable to walk from brutses, and directed their course towards the rising sun; but when the first day had elapsed, Lieutenant Dawson became incapable of keeping up with the remainder; and two soldiers staid to attend him. These three toiled onwards without any food, except the berries which they found; and Lieutenant Dawson was then unable to stand, unless supported.—On reaching the banks of a river, one of the soldiers attempt-

ed to carry him across on his back; but having waded up to the neck, he was obliged to return, and lay him down on the bank. There Mr. Dawson entreated his faithful attendants to make the best of their way, and leave him to his fate; and at the same time, affectionately squeezing their hands, he entreated them to inform his father of his melancholy end.—Here the soldier, who was one of them, and who related these affecting incidents, burst into a flood of tears before he could proceed. "We staid with him," said he, "until we did not know whether he was alive or dead."

The two survivors continued wandering in a weak and feeble state for twelve days longer, making twenty-six in all from the period of their shipwreck, and subsisting on what they could find on a barren and inhospitable land. But after the first four or five days, they suffered no hunger, for, as they themselves said, their misfortunes were so great as to banish its influence, and to deprive them of the sense of feeling.—The snow besides was so deep during the last two days, as to prevent them from getting the berries as usual.

At last they were found by a man belonging to a hunting party, who, little suspecting to see human beings in that desolate region, took them at a distance for deer, and had concealed himself behind a fallen tree, with his gun pointed towards one of them, when his dog, leaping towards them, began to bark, and shewed his error. When they related their shipwreck, and the sufferings they had endured, tears stole down the cheeks of the huntsman, and, taking the mocasins from his feet, gave them to the poor miserable creatures. He invited them to his hunting cabin, saying it was only a mile off, though the real distance was at least twelve miles; but, by degrees he enticed them to proceed, and at length they gained it. On approaching the hut, four or five men came out with long bloody knives in their hands, when the narrator, turning to his comrade, exclaimed, "After all we have escaped, are we brought here to be butchered and ate up?"—But they soon discovered their mistake, for the men had been cutting up some deer, the fruit of their chase; and the appearance of the unfortunate soldiers quickly exciting sentiments of pity in their breast, they produced a bottle of rum, wherewith they were refreshed.

Every possible comfort was ministered by the hunters to the unfortunate wanderers, and, from the accounts and description giveo to them, they set out in quest of the others. They luckily succeeded in finding the man who remained the first

day on the island, and also the other two who were unable to leave the shore.

The two men who had accompanied Lieutentant Dawson, appeared to have made but little progress during twenty-six days of travelling, for they were discovered in a place not very remote from whence they set out. Thus, involved among the woods, they must have returned over the same ground that they had passed.

Those who the huntsman first met endeavored to make them understand where they might find the remains of Lieutenant Dawson, and Ensign Faulkner and his party, but they could speak too vaguely of where they had themselves been, to give any pointed directions on the subject. But two of the latter were found by a man on another hunting excursion, about 90 miles distant, apparently lifeless; though on being carried to an adjacent settlement they recovered. Of the whole 35 who survived the wreck of the transport, accounts could be heard only of these five.

Ensign Faulkner was a strong, active, enterprising man, and fully capable of adopting whatever means could be devised for preservation. Both he and Lieutenant Dawson, who was scarce more than 17 years of age, were of the greatest promise. While the transport lay about three miles from Portsmouth, they are said to have swam to the ship, when the former climbed up her side, but the latter was nearly exhausted.

A brig from Port, which touched at Newfoundland, carried five of the survivors from thence to Quebec; and when they arrived there in the barrack square, a most affecting scene ensued. Men and women eagerly flocked around them, with anxious inquiries for some friend or brother who was on board the ill-fated vessel. But all they could answer was, "If you do not see him here, be assured he has perished; for, of 347 souls, we five Irish lads and two sailors are all that remain alive." The tears and exclamations following these words can scarce be described.

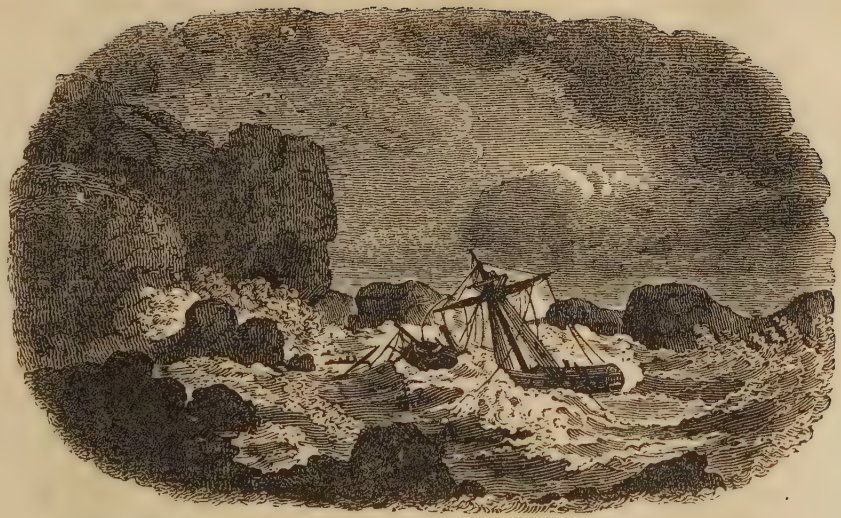
THE ABSENT SHIP.

Fair ship, I saw thee bounding o'er the deep,
  Thy white wings glancing in the morning ray,
And many a sparkling eye in vain did weep
  For the bold hearts that steer'd thee on thy way;
Long days of grief have lingered into years:
  Return! return! and charm away their tears.

I listen'd till the music and the song
  Died on the waters as she swept along;
I watch'd her stately beauty, till it grew
  A fading shadow on the distant blue;
Less, and still less—the waters are alone!
  Queen of the ocean! whither art thou gone?

The wintry storm hath sighed itself to sleep,
  Yet still thou lingerest on the faithless deep;
Have calmer seas, and skies of deeper blue,
  Charm'd thee to bid thine island home adieu!
Long has yon dark-eye'd maiden wept in vain:
  Return! return! and bid her smile again.

Long may'st thou weep, but never shalt thou see
  Thy fair-hair'd mariner return to thee,
Clasp thy young beauty in a long embrace,
  And read his pardon in thy happy face;
Thy gentle prayers, fair mourner, could not save!
  Thy sailor sleeps within the stormy wave.



WRECK OF THE HALSEWELL, ON THE COAST OF ENGLAND.

LOSS OF THE HALSEWELL.

The catastrophe which is now about to be related made a deep impression on the public mind. The circumstances attending it were too aggravating not to excite the highest degree of commiseration, whether from the flattering prospects held forth in the outset of the voyage, or from a peculiar feeling towards the condition of the sufferers.

The Halsewell East Indiaman, of 758 tons burthen, commanded by Captain Richard Pierce, was taken up by the directors of the East India Company to make her third voyage to Coast and Bay. On the 16th of November 1785, she fell down to Gravesend, where she completed her lading. Ladies and other passengers being taken on board at the Hope, she sailed through the Downs on Sunday the 1st of January 1786; and, when abreast of Dunnose next morning, the weather fell calm.

This was one of the finest ships in the service, and judged to be in the most perfect condition for her voyage. Her commander was of distinguished ability and exemplary character; his officers of approved fidelity and unquestionable knowledge in their profession, and the crew not only as numerous as the East India establishment admits, but the best seamen that could be collected. To these were added a considerable body of soldiers, destined to recruit the forces of the East India Company in Asia.

The passengers were seven ladies, two of whom were daughters to the captain, and other two his relations. Miss Elizabeth Blackburne, daughter of Captain Blackburne; Miss Mary Haggard, sister to an officer on the Madras establishment, and Miss Anne Mansell, a child of European parents residing in Madras, returning from her education in England. There was also Mr. John George Schutz, returning to collect part of his fortune, which he had left behind him in India.

The ladies were equally distinguished by their beauty and accomplishments; the gentlemen of amiable manners, and of a highly respectable character. Mr. Burston, the chief mate,

was also related to Captain Pierce's lady, and the whole formed a happy society united in friendship. Nothing could be more pleasing or encouraging than the outset of the voyage

On Monday the 2d of January, a breeze from the south sprung up at three in the afternoon, when the ship ran in shore to land the pilot. Very thick weather coming on in the evening, and the wind baffling, she was obliged to anchor, at nine o'clock, in eighteen fathom water. The topsails were furled, but the people could not furl the courses, the snow falling thick and freezing as it fell.

Next morning at four a strong gale came on from east-north-east, and the ship shivering, they were obliged to cut the cables and run out to sea. At noon they spoke with a brig bound to Dublin, and, having put the pilot on board of her, immediately bore down channel. The wind freshening at eight in the evening, and coming round to the southward, such sails were reefed as were judged necessary. It blew a violent gale at ten o'clock from the south, whence they were obliged to carry a press of sail to keep the ship off shore.—In doing this, the hawse-plugs, which according to a late improvement, were put inside, were washed in, and the hawse-bags washed away, in consequence of which the vessel shipped a large quantity of water on the gun-deck.

On sounding the well, and finding the ship had sprung a leak, and now had five feet water in the hold, the people clewed up the main-topsail, hauled up the mainsail, and immediately endeavored to furl both, but could not effect it. On discovering the leak all the pumps were set to work.

At two in the morning of Wednesday the fourth, they tried to wear the ship, but without success, and judging it necessary to cut away the mizen-mast, this was immediately done, when another attempt made to wear her was equally fruitless as the former. The ship had now seven feet water in the hold which was gaining fast on the pumps, therefore, for her preservation it was considered expedient to cut away the mainmast, as she appeared to be in immediate danger of foundering.

In the fall of the mast, Jonathan Moreton, coxswain, and four men, were either drawn along with the wreck, or fell overboard and were drowned. By eight in the morning the wreck was cleared, and the ship got before the wind, in which position she was kept two hours. Meantime the pumps reduced the water in the hold two feet, and the ship's head was brought to the eastward with the foresail only.

At ten in the morning the wind abated considerably, but he ship labouring extremely, rolled the fore-topmast over on he larboard side, and, in the fall, the wreck went through the foresail, tearing it to pieces. At eleven the wind came to the westward, and the weather clearing up, the Berryhead was distinguishable, bearing north and by east, distant four or five leagues. Another foresail was now immediately bent, a jury-mainmast erected and a top-gallantsail set for a main-sail, under which sail Captain Pierce bore up for Portsmouth, and employed the remainder of the day in getting up a jury-mizen-mast.

At two next morning, the wind came to the southward, blowing fresh, the weather being very thick. Portland was seen at noon, bearing north and by east, distant two or three leagues. At night, it blew a strong gale at south, at which time the Portland lights were then seen, bearing north-west, distant four or five leagues. The ship was then wore, and her head got round to the westward; but finding she lost ground on that tack, the captain wore her again, and kept stretching on to the eastward, in hopes to have weathered Peverel Point, in which case he intended to have anchored in Studland Bay. It cleared at eleven at night, and St. Alban's Head was seen a mile and a half to the leeward, on which, sail was instantly taken in, and the small bower anchor let go, which brought up the ship at a whole cable. She rode for about an hour, but then drove; the sheet anchor was now let go, and a whole cable wore away, and the ship rode for about two hours longer, when she drove again.

While in this situation, the captain sent for Mr. Henry Meriton, the second mate, and asked his opinion as to the probability of saving the lives of those on board; to which he replied with equal calmness and candor, that he apprehended there was very little hope of it, as the ship was driving fast on shore, and might every moment be expected to strike. The boats were then mentioned, but it was agreed, that although at that time they could be of very little use, yet in case an opportunity of making them serviceable should present itself, it was proposed that the officers should be confidentially requested to reserve the long boat for the ladies and themselves; and this precaution was immediately taken.

About two in the morning of Friday the sixth of January, the ship still driving, and approaching very fast to the shore, the same officer went again into the cuddy, where the captain then was. Another conversation taking place, Captain

Pierce expressed extreme anxiety for the peservation of his beloved daughters, and earnestly asked the officer if he could devise any method of saving them. On his answering with great concern, that he feared it would be impossible, but that their only chance would be to wait for morning, the captain lifted up his hands in silent and distressful ejaculation.

At this dreadful moment, the ship struck, with such violence as to dash the heads of those standing in the cuddy against the deck above them, and the shock was accompanied by a shriek of horror that burst at one instant from every quarter of the ship.

Many of the seamen, who had been remarkably inattentive and remiss in their duty during a great part of the storm, now poured upon deck, where no exertions of the officers could keep them, while their assistance might have been useful.—They had actually skulked in their hammocks, leaving the working of the pumps and other necessary labours to the officers of the ship, and the soldiers, who had made uncommon exertions. Roused by a sense of their danger, the same seamen, at this moment, in frantic exclamations, demanded of heaven and their fellow sufferers, that succour which their own efforts timely made might possibly have procured.

The ship continued to beat on the rocks, and soon bilging, fell with her broadside towards the shore. When she struck, a number of men climbed up the ensign-staff, under an apprehension of her immediately going to pieces.

Mr. Meriton, the second mate, at this crisis offered to these unhappy beings the best advice which could be given; he recommended that all should come to the side of the ship lying lowest on the rocks, and singly to take the opportunities which might then offer, of escaping to the shore.

Having thus provided to the utmost of his power, for the safety of the desponding crew, he returned to the round-house, where, by this time, all the passengers, and most of the officers had assembled. The latter were employed in offering consolation to the unfortunate ladies, and with unparalleled magnanimity, suffering their compassion for the fair and amiable companions of their misfortunes, to prevail over the sense of their own danger.

In this charitable work of comfort, Mr. Meriton now joined, by assurances of his opinion, that the ship would hold together till the morning, when all would be safe. Captain Pierce observing one of the young gentlemen loud in his exclamations of terror, and frequently cry that the ship was

parting, cheerfully bid him be quiet, remarking, that though the ship should go to pieces, he would not, but would be safe enough.

It is difficult to convey a correct idea of the scene of this deplorable catastrophe, without describing the place where it happened.

The Halsewell struck on the rocks near Seacombe, on the island of Purbeck, between Peverel Point and St. Alban's Head, at a part of the shore where the cliff is of vast height, and rises almost perpendicular from its base. But at this particular spot, the foot of the cliff is excavated into a cavern of ten or twelve yards in depth, and of breadth equal to the length of a large ship. The sides of the cavern are so nearly upright as to be of extremely difficult access; and the bottom is strewed with sharp and uneven rocks, which seem, by some convulsion of the earth, to have been detached from its roof.

The ship lay with her broadside opposite to the mouth of this cavern, with her whole length stretched almost from side to side of it. But when she struck, it was too dark for the unfortunate persons on board to discover the real magnitude of their danger, and the extreme horror of such a situation.—Even Mr. Meriton entertained a hope that she might keep together till day-light; and endeavored to cheer his drooping friends, and in particular the unhappy ladies, with this comfortable expectation, as an answer to the captain's inquiries what he thought of their condition.

In addition to the company already in the round-house, they had admitted three black women and two soldier's wives, who, with the husband of one of them, had been allowed to come in, though the seamen, who had tumultuously demanded entrance to get the lights, had been opposed and kept out by Mr. Rogers and Mr. Brimer, the third and fifth mates. The numbers there were therefore now increased to near fifty. Capt. Pierce sat on a chair, a cot or some other moveable, with a daughter on each side, whom he alternately pressed to his affectionate breast. The rest of the melancholy assembly were seated on the deck, which was strewed with musical instruments, and the wreck of furniture and other articles.

Here also Mr. Meriton, after having cut several wax candles in pieces and stuck them up in various parts of the round-house, and lighted up all the glass lanthorns he could find, took his seat, intending to wait the approach of dawn; and then assist the partners of his danger to escape. But observing that the poor ladies appeared parched and exhausted,

he brought a basket of oranges and prevailed on some of them to refresh themselves by sucking a little of the juice. At this time they were all tolerably composed, except Miss Mansel, who was in hysteric fits, on the floor of the deck of the round-house.

But on Mr. Meriton's return to the company, he perceived a considerable alteration in the appearance of the ship; the sides were visibly giving way; the deck seemed to be lifting and he discovered other strong indications that she could not hold much longer together. On this account, he attempted to go forward to look out, but immediately saw that the ship had separated in the middle, and that the fore-part having changed its position, lay further towards the sea. In such an emergency, when the next moment might plunge him into eternity, he determined to seize the present opportunity, and follow the example of the crew and the soldiers, who were now quitting the ship in numbers, and making their way to the shore, though quite ignorant of its nature and description.

Among other expedients, the ensign-staff had been unshipped, and attempted to be laid between the ship's side and some of the rocks, but without success, for it snapped assunder before it reached them. However, by the light of a lanthorn which a seaman handed through a sky-light of the round-house to the deck, Mr. Meriton discovered a spar which appeared to be laid from the ship's side to the rocks, and on this spar he resolved to attempt his escape.

Accordingly lying down upon it, he thrust himself forward; however, he soon found that it had no communication with the rock; he reached the end of it and then slipped off, receiving a very violent bruise in his fall, and before he could recover his legs, he was washed off by the surge. He now supported himself by swimming, until a returning wave dashed him against the back part of the cavern. Here he laid hold of a small projection in the rock, but was so much benumbed that he was on the point of quitting it, when a seaman, who had already gained a footing, extended his hand, and assisted him until he could secure himself a little on the rock; from which he clambered on a shelf still higher, and out of the reach of the surf.

Mr. Rogers, the third mate, remained with the captain, and the unfortunate ladies and their companions, nearly twenty minutes after Mr. Meriton had quitted the ship. Soon after the latter left the round-house, the captain asked what was

become of him, to which Mr. Rogers replied, that he was gone on deck to see what could be done. After this, a heavy sea breaking over the ship, the ladies exclaimed, "O poor Meriton! he is drowned! had he staid with us he would have been safe!" and they all, particularly Miss Mary Pierce, expressed great concern at the apprehension of his loss. On this occasion Mr. Rogers offered to go and call in Mr. Meriton, but it was opposed by the ladies, from an apprehension that he might share the same fate.

The sea was now breaking in at the fore-part of the ship, and reached as far as the main-mast. Captain Pierce gave Mr. Rogers a nod, and they took a lamp and went together into the stern-gallery, where, after viewing the rocks for some time, Captain Pierce asked Mr. Rogers if he thought there was any possibility of saving the girls; to which he replied, he feared there was none; for they could only discover the black face of the perpendicular rock, and not the cavern which afforded shelter to those who escaped. They then returned to the round-house, where Mr. Rogers hung up the lamp, and Captain Pierce sat down between his two daughters, struggling to suppress the parental tears which burst into his eyes.

The sea continuing to break in very fast, Mr. Macmanus, a midshipman, and Mr. Schutz, asked Mr. Rogers what they could do to escape. "Follow me," he replied, and they all went into the stern gallery, and from thence to the upper-quarter-gallery on the poop. While there, a very heavy sea fell on board and the round-house gave way; Mr. Rogers heard the ladies shriek at intervals, as if the water reached them; the noise of the sea, at other times, drowning their voices.

Mr. Brimer had followed him to the poop, where they remained together about five minutes; when on the breaking of this heavy sea, they jointly seized a hen-coop. The same wave which proved fatal to some of those below, carried him and his companion to the rock, on which they were violently dashed and miserably bruised.

Here on the rock were twenty-seven, but it now being low water, and as they were convinced that on the flowing of the tide all must be washed off, many tried to get to the back or the sides of the cavern, beyond the reach of the returning sea. Scarcely more than six, besides Mr. Rogers and Mr. Brimer, succeeded; of the others, some shared the fate which they had apprehended, and others perished in their efforts to

get into the cavern. Mr. Rogers and Mr. Brimer both reached it, however, and scrambled up the rock, on narrow shelves of which they fixed themselves. Mr. Rogers got so near his friend, Mr. Meriton, as to exchange mutual congratulations with him. A warm friendship, indeed, subsisted between these two gentlemen; they had made a long and painful voyage together, in another Indiaman, where they survived an uncommon mortality by which the crew were visited. They returned to England, and an interval of only twenty-five days elapsed, before they again embarked in the Halsewell.

Mr. Rogers on gaining this station, was so nearly exhausted, that had his exertions been protracted only a few minutes longer, he must have sunk under them. He was now prevented from joining Mr. Meriton, by at least twenty men between them, none of whom could move without the imminent peril of his life.

They found that a very considerable number of the crew, seamen, and soldiers, and some petty officers, were in the same situation as themselves, though many who had reached the rocks below, perished in attempting to ascend. They could yet discern some part of the ship, and in their dreary station solaced themselves with the hope of its remaining entire until day-break; for in the midst of their own distress, the sufferings of the females on board affected them with the most poignant anguish; and every sea that broke, inspired them with terror for their safety.

But, alas, their apprehensions were too soon realized!—Within a very few minutes of the time that Mr. Rogers gained the rock, an universal shriek, which long vibrated in their ears, in which the voice of female distress was lamentably distinguished, announced the dreadful catastrophe. In a few moments all was hushed, except the roaring of the winds and the dashing of the waves; the wreck was buried in the deep, and not an atom of it was ever afterwards seen.

The shock which this gave to the trembling wretches in the cavern was awful. Though themselves hardly rescued from the sea, and still surrounded by impending dangers, they wept for the destiny of their unhappy companions. But this was not all. Many who had gained a precarious station, weakened with injuries, benumbed and battered by the tempest, forsook their hold-fasts, and, tumbling on the rocks below, perished beneath the feet of their miserable companions. Their dying groans and exclamations for pity, only tended to awaken more painful apprehensions, and increase the terror of the survivors

At length after three hours, which appeared so many ages, day broke, but instead of bringing relief to the sufferers, it only served to disclose the horrors of their situation. They now found, that had the country been alarmed by the guns of distress which they had continued to fire for many hours before the ship struck, but which were not heard, owing to the violence of the storm, they could neither be observed by the people from above, nor could any boat live below. They were completely overhung by the cliff, so that no ropes let down could reach them; nor did any part of the wreck remain as a guide to their retreat.

The only prospect of saving themselves, was to creep along the side of the cavern to its outward extremity, and on a ledge scarcely as broad as a man's hand, to turn the corner, and endeavor to clamber up the precipice, almost perpendicular, and nearly 200 feet high from the bottom.—And in this desperate effort some did succeed, while others, trembling with fear, and exhausted by the preceding conflict, lost their footing and perished in the attempt.

The first who gained the top, were the cook and James Thompson, a quarter-master; the moment they reached it, they hastened to the nearest house and made known the condition of their comrades. This was Eastington, the habitation of Mr. Garland, steward to the proprietors of the Perbeck quarries. He immediately collected the workmen, and procuring ropes with all possible despatch, made the most humane and zealous exertions for the relief of the surviving people.

Mr. Meriton made a similar attempt to that of the two others, and almost reached the edge of the precipice. A soldier who preceded him had his feet on a small projecting rock or stone on which also Meriton had fastened his hands to aid his progress. At this critical moment the quarrymen arrived, and seeing a man so nearly within their reach, they dropped a rope to him, of which he immediately laid hold; and in a vigorous effort to avail himself of this advantage, loosened the stone on which he stood, and which supported Mr. Meriton. It giving way, Mr. Meriton must have been precipitated to the bottom, had not a rope at that instant providentially been lowered to him, which he seized, when absolutely in the act of falling, and was safely drawn to the summit.

But the fate of Mr. Brimer was peculiarly severe. Only nine days before the ship sailed, he had been married to a beatiful young lady, the daughter of Captain Norman of the

royal navy, in which service he was a lieutentant, and now on a visit to an uncle at Madras; after getting ashore with Mr. Rogers and up the side of the cavern, he remained until morning, when he crawled out. A rope being thrown to him, he was either so benumbed with cold as to fasten it insecurely about his body, or from some other cause or agitation, to neglect doing it completely; at the moment when about to be rescued from his perilous stand, he fell and was dashed to pieces in the presence of his companions.

More assistance was obtained as the day advanced; and as the efforts of the survivors permitted, they crawled to the extremities of the cavern and presented themselves to their preservers above, who stood prepared to assist them. The means of doing so, was by two men boldly approaching the very brink of the precipice, a rope being tied round them and fastened to a strong iron bar fixed in the ground; behind them were two more, the like number further back and so on. A strong rope also properly secured, passed round them, by which they might hold, and preserve themselves from falling. They then let down a rope with a noose ready made, below to the cavern, and the wind blowing hard, it was in some instances forced under the projecting rock, sufficiently for the sufferers to reach it, without creeping out. Whoever caught it, put the noose round his body, and was drawn up. The distance from the top of the rock to the cavern, was at least an hundred feet, and the rock projected about eight; ten feet formed a declivity to the edge, and the rest was perpendicular.

Many, however, in attempting to secure themselves, shared the fate of Mr. Brimer, and, unable, from weakness or per turbation, to benefit by the assistance offered from above, they were at last precipitated from the cliff, and were either dashed to pieces on the rocks below, or perished in the waves.—Among those unhappy sufferers was one who being washed off the rock, or falling into the sea, was carried out by the return of the waves beyond the breakers, within which his utmost efforts could never again bring him, but he was always further withdrawn by the sea. He swam remarkably well, and continued to struggle in sight of his companions, until his strength being exhausted, he sunk to rise no more.

It was late in the day before all the survivors gained the land; one indeed a soldier, remained in this precarious station until the morning of Saturday the 7th of January; exposed to the utmost danger and distress. When the officers,

seamen and soldiers, were mustered at the house of Mr. Garland, they were found to amount to seventy-four; and these were the only persons saved out of rather more than two hundred and forty that were on board when the ship sailed through the Downs, including the passengers. It was supposed that above fifty of the remainder reached the rocks, but were then washed off or fell from the cliffs; and that fifty, or more, sunk with the captain and the ladies in the round-house, when the after-part went to pieces. An accurate account of the whole numbers in the ship could never be obtained, as the last returns dispatched from her did not arrive.

The whole who reached the summit of the rock survived, excepting two or three who were supposed to have expired while drawing up, and a black who died soon afterwards; though many were severely bruised.

Mr. Meriton and Mr. Rogers having been supplied with the necessary means of making their journey by Mr. Garland, set off for London to carry the tidings of this disaster to the India House, where they arrived at noon, on Sunday the 8th. On the way they acquainted the magistrates of the towns through which they passed, that a number of shipwrecked seamen would soon be on the road to the metropolis. This they did to avert any suspicions of their travelling for some other intent. It is truly deserving of communication, that the master of the Crown-Inn at Blandford, Dorsetshire, not only sent for all the distressed seamen to his house, where he liberally refreshed them, but presented each with half a crown on his departure.

By this unfortunate shipwreck, all the passengers perished. The ladies were peculiarly endowed with beauty and accomplishments. The captain was a man of distinguished worth; humane and generous. (He left, besides those two daughters who suffered along with him, six other children and a widow to deplore his loss.) Most of the officers also perished; one of them, Mr. Thomas Jeane, a midshipman, who was under the immediate care of Captain Pierce, after gaining the rock was swept off by the waves. Swimming well he again reached it; but unable to support the weakness which assailed him, and the beating of the storm, he yielded his hold and perished in the sea.

AN ACCOUNT OF FOUR RUSSIAN SAILORS,

ABANDONED ON THE ISLAND OF EAST SPITZBERGEN.

In the year 1743, a merchant of Mesen, in Russia, fitted out a vessel for the Greenland whale-fishery. She carried fourteen men, and was destined for Spitzbergen. For eight successive days after their sailing the wind was fair, but on the ninth it changed; so that instead of getting to the coast of Spitzbergen, the usual rendezvous of the Dutch ships, they were driven eastward, and after some days elapsed they found themselves near an island, called by the Russians Little Broun. Approaching within three versts, or two English miles of this island, the vessel was suddenly surrounded by ice and the crew were reduced to an extremely dangerous situation.

In this alarming state, a council was held when the mate, Alexis Himkof, informed his comrades that some of the people of Mesen formerly intended wintering on this island, and for that purpose had carried timber hither, fit for building a hut, and actually erected one at some distance from the shore.

The whole crew, therefore, concluded to winter there, if the hut, as they hoped, still existed, because they were exposed to imminent danger by remaining in the ship; and they would infallibly perish if they did so. Four of the crew were on that account, dispatched in search of it, or any other assistance they might meet with.

The names of these four were, Alexis Himkof, Iwan Himkof, Stephen Scharapof and Feoder Weregin. Two miles of ice intervened between them and the shore, which being loose and driven together by the wind, rendered their approach difficult and dangerous. Poviding themselves with a musket, a powder-horn containing twelve charges of powder, with as many balls, an axe, a kettle, about twenty pounds of flour, a knife, a tinder-box, some tobacco and each his wooden pipe, they soon arrived on the island.

Their first employment was exploring the country, when they discovered the hut alluded to, about a mile and a half from the shore. It was thirty-six feet long, eighteen broad

and eighteen high; and consisted of two chambers. Rejoicing greatly at their success, they passed the night in it though having been built a considerable time, it had suffered much from the weather.

Next morning the four men hastened to the shore, impatient to communicate their good fortune to their comrades; likewise designing to get such stores, ammunition and necessaries from the vessel, as to enable them to winter on the island. But the reader may conceive their sorrow and astonishment, when on reaching the place where they had landed nothing was to be seen but an open sea, instead of the ice which only the day preceding had covered it. Doubtless a violent storm, which arose during the night, had operated the change. It was not known, however, whether the vessel had been beat to pieces by the ice, or whether she had been carried by the current to the ocean; not an uncommon event in Greenland. Whatever accident befel her, certain it is they saw her no more; whence it is probable that she sunk, and that all on board perished.

This unfortunate occurrence deprived them of the hope of ever being able to quit the island, and full of horror and despair, they returned to the hut. But their first attention was directed to the means of providing subsistence, and repairing their habitation. The twelve charges of powder procured them as many rein-deer, for the island, fortunately for them abounded with these animals.

Though there were many crevices in the building, the wood of the hut was still sound and unimpaired, therefore the deficiency was supplied and done the more easily, because the lower class of Russians are expert carpenters. Here they had plenty of moss to assist them.

The intense cold of the climate prevents the growth of vegetables, and no species of tree or shrub is found on the islands of Spitzbergen. The Russians, however, collected a quantity of wood on the shore, which at first consisted of the wrecks of vessels, and afterwards of whole trees with the roots, the produce of some more hospitable climate, though unknown. Fortunately they found several bits of old iron, some nails, five or six inches long, and an iron hook, on a few wooden boards washed in by the sea They likewise found the root of a fir tree, bent and nearly fashioned into the shape of a bow.

By the help of a knife, a bow was soon formed but wanting a string and arrows. Unable at present to procure either

they resolved to make two lances to defend themselves against the white bears. The iron hook was therefore fashioned into a hammer, by widening a hole which it happened to have about the middle, with one of the largest nails. A large pebble served for an anvil, and a couple of rein-deer horns served for the tongs.

By means of such tools, two spear heads were made, which were tied fast with thongs to sticks about the thickness of a man's arm. Thus equiped, the Russians ventured to attack a white bear, and, after a most dangerous encounter, succeeded in killing it. This was a new supply of provisions; they relished the flesh exceedingly, and easily divided the tendons into filaments, which, besides other uses, served for strings to their bow.

The Russians, in the next place, proceeded to forge some bits of iron into smaller pieces, resembling the head of spears, and these were fitted to arrows, by fastening them to fir rods. They had thus a complete bow and arrows, and were more easily enabled to obtain food.

With these, during their abode on the island, they killed no less than two hundred and fifty rein-deer, and a great number of blue and white foxes. They fed on the flesh of the animals and used their skins for clothing. They killed only ten white bears during their residence, and that at the utmost hazard, for these creatures are amazingly strong, and defended themselves with surprising vigour and fury. The first was attacked intentionally; the other nine were killed in self-defence, for the animals even ventured to enter the outer room of the hut to devour them. Some, less ferocious than others,

were repulsed on the first attempt, but a repetition of their attacks exposed the sailors to the continual apprehension of being destroyed.

As they could not afford wood for a constant fire, they dried a portion of their provision in the open air, and afterwards hung it up in the hut, which was always full of smoke. Prepared in this way, they used it for bread, because they were under the necessity of eating their other flesh half raw.

Unfortunately, one of the Russians was attacked by the scurvy. Iwan Himkof, who had wintered several times on the coast of West Spitzbergen, advised his companions to swallow raw and frozen meat in small pieces; to drink the blood of the rein-deer, as it flowed warm from the veins of the animal, and to eat scurvy-grass, although it was not very abundant. Those who followed his injunctions found an effectual antidote, but Feoder Weregin, being naturally of an indolent disposition, averse to drinking the rein-deer blood, and, unwilling to leave the hut when he could possibly avoid it, was soon seized with the scurvy. Under this afflicting distemper he passed nearly six years, enduring the greatest sufferings At length he became so weak that he could not sit erect, nor even raise his hand to his mouth, so that his humane companions were obliged to attend on, and feed him like a new born infant, until the hour of his death.

In the course of their excursions through the island, the seamen had met with a slimy loam, or kind of clay, of which they contrived to make a lamp, and proposed to keep it constantly burning with the fat of the animals they should kill.—Thus they filled it with rein-deer's fat, and stuck a bit of twisted linen for a wick. But, to their mortification, always as the fat melted, it not only was absorbed by the clay, but fairly run through it on all sides. On this account they formed another lamp, which they dried throughly in the air, and heated red hot. It was next quenched in their kettle, wherein they had boiled a quantity of flour down to the consistence of thin starch. When filled with melted fat, they found to their great joy that it did not leak. Encouraged by this attempt, they made another, that, at all events, they might not be destitute of light, and saved the remainder of their flour for similar purposes. Oakum thrown ashore, as also cordage found among the wrecks of vessels, served for wicks; and when these resources failed, they converted their shirts and drawers to the same purpose. By such means they kept a

lamp burning from soon after their arrival on the island, until the day of their embarkation for their native country.

Clothes, in so rigorous a climate, next became an object of necessity. The uses to which they had applied what they had brought with them exposed them still more to its severity. The skins of rein-deer and foxes had hitherto served for bedding. It was essential to devise some method of tanning them, the better to withstand the weather. This was accomplished, in a certain degree, by soaking the skins in water until the hair could be rubbed off, and then putting rein-deer fat upon them. The leather, by such a process, became soft and pliant. The want of awls and needles was supplied by bits of iron occasionally collected; of them they made a kind of wire, which, being heated red hot, was pierced with a knife, ground to a sharp point, which formed the eye of a needle.—The sinews of bears and rein-deer, split into threads, served for sewing the pieces of leather together, which enabled the Russians to procure jackets and trowsers for summer dress, and a long fur gown with a hood for their winter apparel.

The wants of these unfortunate persons being thus provided for, the only reflections disturbing them were regret for those left behind at home, or the apprehensions of some one of them surviving all his companions, and then either famishing for want of food, or becoming a prey to wild beasts. The mate, Alexis Himkof, had a wife and three children, who were constantly in his mind, and he was unhappy from the dread of never seeing them more.

Excepting white bears, foxes and rein-deer, with which the island abounds, no other animals inhabit it. A few birds are seen in summer, such as geese, ducks and other water-fowl. Whales seldom approach the shore; but there are great numbers of seals; other fish are scarce, and indeed their being in plenty would little avail the Russians, who were unprovided with the means of taking them. Sometimes they found the teeth and jaws of seals on the shore, but never an entire carcase; for when these animals die on land, the white bears immediately eat them. The common food of this ferocious creature, however, is the flesh of dead whales, which are frequently seen floating about in the polar regions, and are sometimes cast on shore. When this provision fails, they fall upon seals, devouring them and other animals sleeping on the beach.

The island had many mountains and steep rocks of stupendous height, perpetually covered with snow and ice; not a tree nor even the poorest shrub was to be met with; neither is there

any vegetable but scurvy-grass, although plenty of moss grows in every part. The Russians found no river; however, there were many small rivulets rising among the rocks and mountains, which afforded a quantity of water.

They saw the sun moving for months together round the horizon during summer, and in winter they were an equal length of time in total darkness; but the Aurora Borealis, which was then frequent, contributed to lessen the gloominess of so long a night. Thick cloudy weather, great quantities of snow, and almost incessant rain at certain seasons, often obscured the stars. The snow totally covered the hut in winter, and left them no way of getting out of it, excepting by a hole which they had made in the roof of one of the chambers.

When the unfortunate mariners had passed nearly six years in this dismal abode, Feoder Weregin, who had all along been in a languid state, died, after suffering the most excruciating pains. Though his companions were thus freed of the trouble of attending on him, and the grief of witnessing his misery, they were deeply affected by his death. They saw their number lessened, and each wished to be the next to follow him. Having died in winter, a grave as deep as possible was dug in the snow to receive his corpse, and the survivors then covered it over to the best of their power, to prevent the white bears from getting at it.

While the melancholy reflections excited by Weregin's death were still fresh in the minds of his comrades, and while each expected to pay the like duties to the companions of his misfortunes that they had done to him, or to be himself the first to receive them, a Russian vessel unexpectedly came in view on the 15th of August 1749.

This vessel belonged to a trader who had come to Archangel, and intended to winter in Nova Zembla; but fortunately it was proposed to him to winter at West Spitzbergen, to which, after many objections, he assented. Contrary winds on the passage prevented the ship from reaching the place of her destination, and drove her towards East Spitzbergen, directly opposite to the residence of the mariners. As soon as they perceived her, they hastened to light fires on the nearest hills, and then ran to the beach waving a flag made of a rein-deer's skin fastened to a pole. The people on board observing these signals, concluded there were men ashore imploring their assistance, and therefore came to an anchor near the island.

To describe the joy of the unfortunate mariners at seeing the moment of their deliverance so near, is impossible.—They soon agreed with the master of the vessel to take them and all their riches on board, for which they should work during the voyage, and pay him eighty rubles on arriving in Russia. Therefore they embarked, carrying with them two thousand weight of rein-deer fat, many hides of the same animals, the skins of the blue and white foxes and bears they had killed. Neither did they neglect to carry away their spears, their knife and axe, which were almost worn out, or their awls and needles, which were carefully preserved in a box, very ingeniously made of bone.

After spending six years and three months in this rueful solitude, they arrived safe at Archangel on the 25th of September, 1749. But the moment of landing was nearly fatal to the affectionate wife of Alexis Himkof, who happened to be present when the vessel came into port. Immediately recognizing her husband, she ran with such eagerness to embrace him, that she slipped into the water, and very narrowly escaped being drowned.

All the three survivors were strong and healthy; having lived so long without bread, they could not be reconciled to the use of it; neither could they bear spirituous liquors, and drank nothing but water.

As they were vassals of Count Schuwalow, who then had a grant of the whale fishery, M. Le Roy requested of him that they might be sent from Archangel to St. Petersburgh, where he could satisfy himself respecting their adventures.—Accordingly two of them arrived, Alexis Himkof, aged about fifty and Iwan Himkof about thirty. They brought some curious specimens of their workmanship, so neatly executed, that it was doubtful with what tools it could have been done. From their account, both to M. Klingstadt, auditor of the Admiralty at Archangel, and what they now communicated, M. Le Roy composed the preceding narrative.

For centuries past Spitzbergen has been greatly resorted to on account of the profitable whale-fishery of the surrounding seas, and several shipwrecks, as well as incidents similar to the preceding, have occurred there, and in the vicinity.—Spitzbergen is a bleak and barren country, and received its name from the lofty pointed mountains by which it is covered; perpetual snow prevails, few plants spring from the soil, and it is destitute of wood. But to compensate in some measure

for the scanty productions of nature by land, its seas, abundantly stored with fish, can afford a copious supply both of food and clothing to mankind.

LOSS OF THE AMPHITRITE CONVICT SHIP.

The following particulars of the loss of this vessel are copied from a letter dated Boulogne-sur-mer, Sept. 1, 1833.

The shocking event which is announced by the title to this letter, has, I assure you, filled the town with dismay, and must lead to a most narrow and rigid investigation. I cannot attempt to describe the afflictions not only of the English, but the French, at this most distressing event, and I only express the general opinion when I say that the British public demands that an inquiry be instituted into the conduct of all parties concerned in this deplorable affair.

The Amphitrite convict ship sailed for New South Wales from Woolwich on the 25th of August. Capt. Hunter was the commander; Mr. Forrester the surgeon; and there were 108 female convicts, 12 children and a crew of 16 persons. The captain was part owner of the vessel. When the ship arrived off Dungeness, the gale of the 29th began. On Friday morning the captain hove the ship to, the gale being too heavy to sail. The vessel was about three miles to the east from Boulogne harbor on Saturday at noon, when they made land — The captain set the topsail and main-foresail in hopes of keeping her off shore.

From three o'clock she was in sight of Boulogne, and certainly the sea was most heavy and the wind extremely strong; but no pilot boat went out to her, and no life-boats or other assistance were dispatched. I observed her from three o'clock till about half past four in the afternoon, when she came round into Boulogne harbor and struck on the sands. By four o'clock it was known that it was a British ship, but some

said it was a brig; others said it was a merchant vessel, though all said it was English.

It appears from the statement of three men who have been saved out of the crew—all the rest having perished, that the captain ordered the anchor to be let go, in hopes of swinging round with the tide.

In a few minutes after the vessel had gone aground, multitudes rushed to the beach, and a brave French sailor, named Pierre Henin, who has already received the thanks of the Humane Society of London, addressed himself to the captain of the port, and said that he was resolved to go alone, and to reach the vessel, in order to tell the captain that he had not a moment to lose, but must, as it was low water, send all his crew and passengers on shore.

You will recollect that up to the time of her running aground no measure was adopted, and the captain was not warned from shore of her danger.

As soon as she had struck, however, a pilot-boat, commanded by Francois Heuret, who has on many occasions shown much courage and talent, was dispatched, and by a little after five came under her bows. The captain of he vessel refused to avail himself of the assistance of Heuret and his brave companions, and when a portion of the crew proposed going on shore the captain prevented them. Two of the men saved, state that they knew the boat was under the bows, but that the rest were below making up their bundles. The crew could then have got on shore and all the unfortunate women and children.

When the French boat had gone, the surgeon sent for Owen, one of the crew, and ordered him to get out the long boat. This was about half past five. The surgeon discussed the matter with his wife and with the captain. They were afraid of allowing the prisoners to go on shore. The wife of the surgeon is said to have proposed to leave the convicts there, and to go on shore without them.

In consequence of this discussion, no long boat was sent out. Three of the convict women told Owen, that they heard the surgeon persuaded the captain not to accept the assistance of the French boat, on account of the prisoners who were on board.

Let us now return to Pierre Henin. The French pilot-boat had been refused by the surgeon and captain—the long-boat had been put out, through a discussion as to saving the convicts—and it was now nearly six o'clock. At that time

Henin went to the beach, stripped himself, took a line, swam naked for about three quarters of an hour or an hour, and arrived at the vessel at a little after seven. On reaching the right side of the vessel, he hailed the crew, and said, "Give me a line to conduct you on land, or you are lost, as the sea is coming in." He spoke English plain enough to be heard He touched the vessel and told them to speak to the captain They threw (that is, some of the crew, but not the surgeon or captain) two lines, one from the stern and one from the bow. The one from the stern he could not seize—the one from the bow he did. He then went towards the shore, but the rope was stopped. This was, it is believed, the act of the surgeon and captain. He (Henin) then swam back, and told them to give him more rope to get on shore. The captain and surgeon would not. They then tried to haul him in, but his strength failed and he got on shore.

You perceive, then, that up to this moment also the same obstacle existed in the minds of the captain and surgeon.—They did not dare, without authority, to land the convicts, and rather than leave them on board, or land them without such authority, they perished with them.

The female convicts, who were battened down under the hatches, on the vessel's running aground, broke away the half deck hatch, and frantic, rushed on deck. Of course they entreated the captain and surgeon to let them go on shore in the long-boat, but they were not listened to, as the captain and surgeon did not feel authorized to liberate prisoners committed to their care.

At seven o'clock the flood tide began. The crew seeing that there were no hopes, clung to the rigging. The poor 108 women and 12 children remained on deck, uttering the most piteous cries. The vessel was about three quarters of a mile English from the shore, and no more. Owen, one of the three men saved, thinks that the women remained on deck in this state about an hour and a half. Owen and four others were on the spars, and thinks they remained there three quarters of an hour, but, seeing no hope of being saved, he took to swimming, and was brought in a state of insensibility to the hotel. Towsey, another of the men saved, was on a plank with the captain. Towsey asked who he was? He said "I am the captain," but the next moment he was gone. Rice, the third man, floated ashore on a ladder. He was in the aft when the other men took to the raft. When the French pilot-boat rowed away, after being rejected by the captain, he

(Rice) saw a man waving his hat on the beach, and remarked to the captain that a gentleman was waving to them to come on shore. The captain turned away and made no answer.—At that moment the women all disappeared, the ship broke in two.

These are the facts of this awful case. The French Marine Humane Society immediately placed hundreds of men on the beach; and the office, or lodging, being close to the shore, as soon as the corpses were picked up they were brought to the rooms, where I assisted many of my countrymen in endeavoring to restore them to life. Our efforts were fruitless, except in the cases of the three men, Owen, Rice and Towsey. I never saw so many fine and beautiful bodies in my life. Some of the women were the most perfectly made; and French and English wept together at such a horrible loss of life in sight of—ay, and even close to, the port and town.—Body after body has been brought in. More than 60 have been found; they will be buried to-morrow. But alas! after all our efforts, only three lives have been saved out of 136.

THE MUTINEERS—A TALE OF THE SEA.

There is scarce any one, we apprehend, who is in any considerable degree conversant with the shifting scenes of human existence, who does not know that many of the plain narratives of common life possess an indescribable charm. These unvarnished details of human weal and human wo, coming right from the mint of nature, decline the superfluous embellishments of art, and, in the absence of all borrowed lustre, clearly demonstrate that they are "adorned the most when unadorned." They bear a most diametrical contrast to those figments of diseased fancy, that nauseating romance about virgins betrothed and lady love, which in so many instances elbow decency and common sense from the pages of our periodical literature as "unwelcome guests."

It has frequently been said that sailors, above every other class of men, have irrepressible hankerings after the wild and wonderful. Certain it is, that he who will sit on a ship's forecastle of a bright moonlight evening, will hear of "hair-breadth escapes," and perilous adventures no less chivalrous and incredible than those which Cervantes and the biographer of Baron Munchausen have attributed to their respective heroes. Although the following incidents may excite no very thrilling interest, they have at least the merit of truth. The actors in this short drama are still on the stage, ready to testify to this narrative of facts.

On the morning of the 14th of April, 1828, the ship Gold-Hunter glided majestically out of the Liverpool docks, with fair wind and tide. The Mersey, from Liverpool to Black Rock, a distance of about three miles, was literally covered with vessels of every character and nation, which had taken advantage of the fair wind to clear the harbor. Here might be seen the little French lugger, carrying back to Bordeaux what its fruit and brandy had bought, as friskey in its motions as the nervous monsieur who commanded it. At a little distance, the square-shouldered Antwerper, sitting on the elevated poop of his galliot, was enjoying, with his crew, a glorious smoke. You could almost see them (and that, too, without very keen optics) put care into their tobacco-pipes: anxiety curled in fume over their heads. A not unfrequent sight was the star-spangled banner floating in beauty over the bosom of the wave. The serenity of the atmosphere, the ever-changing brilliancy of the scene, the tout ensemble, were well calculated to excite the most pleasurable emotions. Every thing seemed to give the most flattering assurances of a voyage of unruffled peacefulness.

This large squadron continued comparatively unbroken until it reached Holyhead, where such vessels as were bound for Scotland, or the north of Ireland, bore away from those which were bound down the channel. The Gold-Hunter, whose destination was a port in the United States, was, of course, in company with the latter class. Those on board of her very naturally felt great gratification in perceiving that she was not only the most splendid and graceful ship, but the swiftest sailor in sight.

Before we proceed farther, however, we must in some measure acquaint the reader with the inmates of the Gold Hunter. Notwithstanding she was one of those floating palaces yclept "Liverpool packets," and the captain a finished gentleman

and skilful navigator, there were, on this trip, but two cabin passengers,—an Irish gentleman (who had a short time before sold his lieutenancy in the British army) and his sister. The former had been engaged in some of England's fiercest battles, and won some of her brightest laurels. The reason which induced him to dispose of his commission, and forsake the hardships and honors of military life, was a desire to visit some near relations, who, at an early period, had emigrated to this country, and who were now enjoying respectability and a competence. It was for this object that Mr. Kelly and his sister had taken passage in the Gold Hunter, at the time of which we are now speaking. It need hardly be said, that they felt towards each other all that deep-toned and romantic affection which in so characteristic a manner pervades Irish relationships.

The captain, who was a man of fine feeling and cultivated intellect, spent most of his leisure moments in their company; and many an evening, when the moon-beams played forth brightly on the rippling water, and the bellying of the canvass seemed to assure them they were hastening to the tender embraces of those they loved, would they sit together on the quarter-deck, while Miss Kelly enhanced the brilliancy of the scene by singing some of those wild, touching melodies which she had learned to warble on her own native hills. Thus ,' time trod on flowers," and the incidental privations and inconveniences of a sea voyage were greatly mitigated.

Nothing worthy of special notice occurred until about the 25th of April, when Mr. Kelly, who was walking on the weather side of the main deck, accidentally overheard the following conversation, between three or four of the crew, engaged in caulking the seams just under the lee of the long-boat.

"I tell you, once for all, a cargo of silks and broadcloths 'ant a going to do us any good without the ready cash."

"Ready cash! why, man, how many times must I tell you that there is specie on board? the old man has two or three thousand dollars, and Kelly has a bag of sovereigns, or my eyes never saw salt water—" And the girl," said a third voice, which Mr. Kelly knew to be the steward's—" and the girl did not jingle her bag for nothing the other day, when she walked by me: something there, or my head 's a ball of spun-yarn."

Kelly was transfixed with utter horror and amazement; but, fearful lest some one might perceive him, he crouched under the long-boat, which afforded him a partial concealment. In

this situation, he listened with breathless anxiety, to the developement of their plans, so murderous that his very blood ran cold in his veins.

When the villains came to the blackest, most awful, portions of their scheme, their voices were instinctively hushed into almost a whisper ; so that it was only the general outline that Kelly could gather. He found that it was their intention to wait until some dark, dismal night, when they would rush on the captain, himself and sister, and murder them in their beds, rifle them of their money, and take possession of the ship. It was their design to spare the life of the mate, whose services they needed as a navigator. After having done all this, they were to steer directly for the coast of Africa, where they hoped to dispose of the cargo to the negroes. If successful, they expected to carry thence to the West Indies a load of slaves—if not, to abandon the ship entirely, taking with them the specie, and whatever light articles of value they conveniently could. They anticipated no difficulty in introducing themselves into some of the settlements on the coast as shipwrecked mariners ; and, as vessels frequently left the settlements for the United States, they supposed they might procure a passage without exciting any suspicion.

Kelly was a man of such imperturbable self-command, that he found no difficulty in repressing every symptom which could indicate his knowledge of the diabolical conspiracy. It was no part of his intention, however, to conceal any thing from Capt. Newton ; to the captain, therefore, he made an unreserved disclosure of all that had come to his knowledge. At first they were at a loss what measures to take : one thing they thought of the greatest importance, which was to keep Miss Kelly in entire ignorance of what was transpiring on board. Some uncurbed outbreaking of alarm would be almost certain, such was the excitability of her temperament. This, in their present situation, might be attended with the most disastrous consequences.

The captain determined to eye with particular vigilance the motions of Harmon, who, from the part he took in the conversation alluded to above, appeared to be the ring-leader. Here, in order that the reader may fully understand the narrative, it becomes necessary for us to make a very short disgression.

The government of a ship is, in the strictest sense of the term, monarchical, the captain holding undivided and absolute authority. The relation he sustains to the sailor resembles very much that of the master to the slave. Conse-

quently, in order that this relation be not severed by the sailor, even the faintest color of insubordination must be promptly quelled. If any master of a ship suffer a sailor to make an impertinent reply with impunity, he immediately finds his authority prostrate and trampled upon, and his most positive commands pertinaciously disregarded.

The day after that on which Mr. Kelly had communicated the startling intelligence to the captain, was somewhat squally. The latter was standing on the weather side of the quarter-deck, giving directions to the man at the helm (who happened to be Harmon) respecting the steering of the ship :

" Luff ! luff ! keep her full and by ! Mind your weather helm, or she 'll be all in the wind. Down with it, or she 'll be off !" I tell you, if you don't steer the ship better, I 'll send you from the helm. You don't keep her within three points of her course either way !"

All this was said, of course, in a pretty authoritative tone, and Harmon impudently replied, " I can steer as well as you, or any other man in the ship."

Capt. Newton's philosophy was completely dashed by this daring answer, and he immediately gave Harmon a blow with his fist, which Harmon as promptly returned sprawling the captain on the deck.

Harmon then deserted the helm, leaving the ship to the mercy of the tempest, and hurried forward to the forecastle, hoping there to intrench himself so firmly as to resist all attacks from without.

The captain, as soon as he could recover from his amazement, went to the cabin door and cried out,

" Mr. Kelly, our lives are in danger—will you assist me, my dear sir, to secure one of my men, that cut-throat Harmon. We must blow up this scheme in the outset, or we are gone."

Kelly had too little coolness in his constitution to stop to discuss the matter, when he knew that the life of a dear sister might depend on the issue. He saw, in a moment, that the conspirators would take courage, unless they were immediately overpowered. He therefore instantly joined Capt. Newton, and they proceeded to the forecastle together.

Threats and commands had not virtue enough to bring Harmon from his hiding-place. Some more effectual expedient must be resorted to. Accordingly, brimstone was introduced into the numerous crevices of the forecastle, and the atmosphere rendered insufferable. Frantic with suffocation, his eyes flashing with rage, he brandished savagely a huge case-

knife :—"You, Newton! and you Kelly! I swear that, if I am obliged to leave this forecastle, I'll sheath this knife in your breasts, you infernal tormentors!"

Like the chafed, wounded, maddened bull, which his pursuers have surrounded, and which is drawing close about him his dying strength, for one last furious charge, was Harmon, when Kelly, with most provoking coolness, said, "Harmon, you shall leave that forecastle, or die there."

It soon became evident that he was making preparations to leave: they therefore planted themselves firmly near the gang way through which alone he could possibly come out. Soon he bolted furiously through, making, as he passed, a desperate plunge at Capt. Newton, with his enormous case-knife. Had not Mr. Kelly, at this moment, by a dexterous effort, struck Harmon's arm, one more immortal spirit would have been disencumbered of this "coil of mortality." Instead of this, the villain was disarmed, and his dangerous weapon danced about harmlessly on the top of the waves. Harmon was now powerless; and they found no difficulty in putting irons upon him During the whole of this contest, his associates did not dare to offer him the least assistance: on the contrary, each stood silently apart, eyeing his neighbor with fear and distrust.

When Mr. Kelly returned to the cabin, he found that his sister had fainted away through terror. Volatile salts, and the assurance that all her future fears would be entirely groundless, had the effect of restoring her very speedily. * * *

On the morning of the 23d May, Charleston light-house was descried from the mast-head. Not a remnant of apprehension lurked behind; every pulse beat gladly; anticipated joys filled every bosom. It was not long before the revenue cutter, from which floats the stripes and the stars, was seen bounding over the billows towards the Gold Hunter. She was soon along side, and, after an interchange of salutations between the vessels, the commander of the revenue cutter boarded the ship. After many inquiries, Capt. Newton requested the United States officer to step into the cabin, where he laid open all the circumstances connected with the abortive conspiracy.

"Capt. Morris," said he, "I shall be obliged to call on you for assistance in bringing these men to punishment."

"Such as I can grant," replied Capt. M., "is at your service; but how shall we proceed?"

"Put the men into irons, and then I consign them to your safe keeping."

These intentions were announced on deck ; and if ever consternation and rueful dismay were depicted in human countenances it was in the case of those who had entered into the conspiracy, but who, till now, had supposed that all their plans were enveloped in midnight secrecy. Manacles were put on them all without difficulty, and they soon found themselves securely lodged on board an United States vessel.

At the fall term of the Supreme Court of South Carolina, four men were arraigned on an indictment of "mutiny on the high seas," on board the ship Gold Hunter. The evidence was so conclusive, that all the ingenuity of the prisoner's council, twist itself as it would, could effect nothing. The jury found a verdict of guilty, without leaving their seats. Harmon was sentenced to the penitentiary five years ; the others four years each. Thus was a most dangerous mutiny frustrated.

FATE OF SEVEN SAILORS,

WHO WERE LEFT ON THE ISLAND OF ST. MAURICE.

The Dutch who frequented the northern regions during the more favorable season of the year, in pursuit of the whale fishery, became desirous of ascertaining the state of different places while winter prevailed. Various opinions were entertained concerning this subject, and astronomers wished to have their sentiments regarding certain natural phenomena, either realized or controverted. Besides, a more important object was concealed under these ostensible reasons, namely, whether the establishment of permanent colonies in the most remote parts of Greenland was practicable. A proposal was therefore promulgated through the Greenland fleet, for seven seamen to offer to remain a winter in St. Maurice's Island, and also for other seven to winter in Spitzbergen. We are not

acquainted with the inducements held forth; but it is probable that little hesitation ensued, for we find a party prepared to winter at the different places specified, nearly about the same period.

Seven of the stoutest and ablest men of the fleet having accordingly agreed to be left behind, their comrades sailed from St. Maurice's Isle on the 26th of August 1633.

The people, two days afterwards, shared half a pound of tobacco, to which they restricted themselves as a weekly allowance. At this time there was no night, and the heat of the sun so powerful through the day, that they pulled off their shirts, and sported on the side of a hill near their abode. Great abundance of sea-gulls frequented the island, and the seamen made a constant practice of seeking for vegetables growing there for sallad.

Towards the end of September, the weather began to be tempestuous, and in the earlier part of October, their huts were so much shaken by violent storms of wind, that their nightly rest was interrupted; but they did not resort to firing until the 9th of that month. About a week subsequent, two whales were cast ashore, and the seamen immediately endeavored to kill them with harpoons, lances, and cutlasses, but the tide flowing enabled them to escape.

As winter advanced, bears became so numerous, that the people durst scarce venture abroad from their huts towards night; but in the day time some were occasionally killed, which they roasted. Several of these animals were so strong, however, that they would run off after being shot through. A great many gulls were also seen on the sea-side which retired every night to the mountains, their usual place of retreat.

The first of January 1634, was ushered in with dark and frosty weather; the seamen, after wishing each other a happy new year, and good success in their enterprize, went to prayers. Two bears approached very near their huts, but the darkness of the day, and the depth of the snow, rendered t impossible to take them; not long afterwards the seamen were more successful, and, having shot one, dragged it into a hut, where they skinned it. From the 1st of February these animals became very shy, and were seldom seen.

In the month of March all the people were attacked by scurvy owing to the scarcity of fresh provisions, and their spirits sunk with the progress of the disease; only two were in health on the 3d of April, while the rest were extremely

ill. Two pullets were at their request killed for them, no more being left; and as their appetites were pretty good, the others entertained hopes of their convalescence. The whole seldom left their hut to examine the appearance of the sea, or the surrounding country; but, on the 15th, they observed four whales in a neighboring bay.

The clerk was now very ill, and died on the 16th, whereupon the surviving mariners invoked Heaven to have mercy on his soul, and also on themselves, for they suffered severely. No fresh provisions whatever were left, and they daily grew worse, partly from want of necessary articles, and partly from the excessive cold. Even when in health they could scarce keep themselves in heat by exercise; and when sick, and unable to stir from their huts, that remedy was at an end. Disease made rapid progress among these unfortunate people, so that on the 23d not more than one individual could give an account of the rest, which is done in these words of his journal: "We are by this time reduced to a deplorable state, none of my comrades being able to help himself, much less another; the whole burden, therefore, lies on my shoulders, and I shall perform my duty as well as I am able, so long as it pleases God to give me strength. I am just now about to assist our commander out of his cabin; he thinks it will relieve his pain, for he is struggling with death. The night is dark, and wind blowing from the south."

Meantime the Dutch, who repaired in the summer season to Greenland, became impatient to learn the fate of the seven men left in the Isle of St. Maurice. Some of the seamen got into a boat immediately on their arrival, on the 4th of June 1634, and hastened towards the huts. Yet, from none of the others having come to the sea-side to welcome them, they presaged nothing good; and accordingly found that all the unfortunate men had breathed their last. The first, as has been seen, expired on the 16th of April 1634, and his comrades, having put his body in a coffin, deposited it in one of the huts. The remainder were conjectured to have died about the beginning of May, from a journal kept by them, expressing that, on the 27th of April, they had killed their dog for want of fresh provisions, and from its termination on the last of this month.

Near one of the bodies stood some bread and cheese, on which the mariner had perhaps subsisted immediately preceding his decease; a box of ointment lay beside the cabin of another, with which he had rubbed his teeth and joints, and his arm was still extended towards his mouth. A prayer-

book, which he had been reading, also lay near him. Each of the men was found in his own cabin.

The Commodore of the Greenland fleet having got this melancholy intelligence, ordered the six bodies to be put into coffins, and, along with the seventh, deposited beneath the snow. Afterwards, when the earth thawed, they were removed, and interred, on St. John's day, under a general discharge of the cannon of the fleet.

SEAMEN WINTERING IN SPITZBERGEN.

On the 30th of August 1633, the Dutch fleet sailed from North-Bay, in Spitzbergen, leaving seven men behind, who had agreed to winter there. Immediately, on departure of the vessels, they began to collect a sufficient quantity of provisions to serve their necessities until their comrades should return in the subsequent year. Therefore, at different times, they hunted rein-deer with success, and caught many sea-fowl; and also occasionally got herbs, which proved very salutary.

Excursions both by sea and land were frequently made when the weather would permit; and they endeavored to kill whales and narwhals in the different bays on the east coast of Spitzbergen.

The extreme cold of the climate was announced by the disappearance of all the feathered tribe on the third of October, and from that time it gradually augmented. On the 13th their casks of beer were frozen three inches thick, and very soon afterwards, though standing within eight feet of the fire, they froze from top to bottom. The seamen had broke the ice on the sea, and disposed a net for catching fish below it; but the rigour of the weather constantly increasing, the ice formed a foot thick at the surface in the space of two hours.

From the excessive cold, they remained almost constantly in bed, and, notwithstanding they had both a grate and a stove,

they were sometimes obliged to rise and take violent exercise to keep themselves in heat.

Beautiful phenomena appeared in the sky during winter, consisting of the Aurora Borealis, of surprising splendour and magnitude, and other meteors seeming to arise from the icy mountains.

On the third of March the mariners had an encounter with a monstrous bear, in which one of them very nearly perished. The animal became furious from its wounds; leaping against a seaman, about to pierce it with his lance, it threw him down, and, but for the opportune interposition of another, would have torn him to pieces.

At length, after suffering many hardships and privations the mariners were gladdened with the sight of a boat rowing into the bay, on the 27th of May 1634, announcing the return of a Dutch Greenlandman, which anchored there the same evening.

The Dutch, encouraged by the safety of this party, proposed that other seven people, provided with all necessaries, should pass the following winter in their place; and, accordingly, Andrew Johnson, Cornelius Thysse, Jerome Carcoen, Tiebke Jellis, Nicolas Florison, Adrian Johnson, and Fettje Otters, offered to remain.

The fleet, therefore, sailed for Holland on the 11th of September 1634, leaving these men behind. Numbers of whales were in sight of Spitzbergen on the same day, which the people made an unsuccessful attempt to catch.

Towards the end of November, scurvy beginning to appear among them, they carefully sought for green herbs, but in vain; nor were they more fortunate in the pursuit of bears and foxes for fresh provisions. However, they drank some potions and took other antidotes against the disease, and then set traps for foxes.

A bear being discovered on the 24th of November, three of the people eagerly proceeded to attack it, for their necessities were daily becoming greater. The animal, rising to receive them on its hind legs, was shot through the body, whereupon it began to bleed and roar most hideously, and fiercely bit a halbert. But, likely to be overpowered, it took to flight, and was anxiously pursued by the people a long way, carrying lanthorns, though unsuccessfully; and they were all much dispirited from the disappointment of fresh provision, which they so much required.

On the 14th of January, Adrian Johnson died. The whole

Appearance of the Aurora Borealis from the Island of East Spitzbergen—*page* 186.

of the rest were extremely ill. Fettje Otter died next day, and also Cornelius Thysse on the 17th, a man in whom his comrades rested their chief hope next to God.

Notwithstanding the weakness of the survivors, who could scarce support themselves on their legs, they contrived to make three coffins for the deceased, and put their bodies into them.

In the beginning of February they had the good fortune to catch a fox, an incident which afforded them much satisfaction ; but at that time disease had gone too far to admit their deriving material benefit from the flesh. Many bears, even six or ten together were seen ; but the people had not strength to manage their guns, nor, had it been otherwise, were they able to pursue them. Now they were seized with excruciating pains about the loins and belly, which were aggravated by cold. One spit blood, and another was afflicted with a bloody flux ; yet Jerome Carcoen could still bring in fuel to keep up the fires.

The sun had disappeared on the 20th of October, nor was he seen again until the 24th of February, when the mariners were so weak as to be constantly confined to their cabins. Two days after, they ceased to be able to write, at that time expressing themselves in a journal thus : " Four of us who still survive, lie flat on the floor of our hut. We think we could still eat, were there only one among us able to get fuel, but none can move for pain ; our time is spent in constant prayer, that God, in his mercy, would deliver us from this misery ; we are ready whenever he pleases to call us. Assuredly we cannot long survive without food or firing ; we are unable to assist each other in our mutual afflictions, and each must bear his own burden."

The seamen of the Dutch fleet arriving at Spitzbergen, in 1635, hastened to inquire after the fate of their comrades ; and having found their hut all closed around as a protection against wild beasts, they broke open the back door. A man then entering, ran up stairs, where he discovered part of a dead dog on the floor, laid there to dry, and quickly descending, trod on the carcass of another dog also dead. Thence passing towards the front door, he stumbled in the dark over several dead bodies, which, after the door was opened, were seen lying together. Three were in coffins ; Nicholas Florison and another, each in a cabin ; and the other two on some sails covering the floor, lying with their knees drawn up to their chins. Therefore the whole of these unfortunate people had perished.

Coffins were prepared for the four bodies wanting them, and all were buried under the snow, until the ground became more penetrable, when they were deposited in the earth beside each other, and stones laid on their graves, to preserve them from the ravenous beasts of prey.

A MAN OVERBOARD.

Sailors are men of rough habits, but their feelings are not by any means so coarse: if they possess little prudence or worldly consideration, they are likewise very free from selfishness; generally speaking, too, they are much attached to one another, and will make great sacrifices to their messmates or shipmates when opportunites occur.

I remember once, when cruising off Terceira in the Endymion, that a man fell overboard and was drowned. After the usual confusion, and long search in vain, the boats were hoisted up, and the hands called to make sail. I was officer of the forecastle and on looking about to see if all the men were at their station, missed one of the foretop men. Just at that moment I observed some one curled up, and apparently hiding himself under the bow of the barge, between the boat and the booms. 'Hillo!' I said, 'who are you? What are you doing there, you skulker? Why are you not at your station?'

'I am not skulking,' said the poor fellow, the furrows in whose bronzed and weatherbeaten cheek were running down with tears. The man we had just lost had been his messmate and friend, he told me, for ten years. I begged his pardon, in full sincerity, for having used such harsh words to him at such a moment, and bid him go below to his birth for the rest of the day—'Never mind, sir, never mind,' said the kind hearted seamen, 'it can't be helped. You meant no harm, sir. I am as well on deck as below. Bill's gone sir, but I must do my

duty.' So saying, he drew the sleeve of his jacket twice or thrice across his eyes, and mustering his grief within his breast, walked to his station as if nothing had happened.

In the same ship and nearly about the same time, the people were bathing along side in a calm at sea. It is customary on such occasions to spread a studding-sail on the water, by means of lines from the fore and main yard arms, for the use of those who either cannot swim, or who are not expert in this art, so very important to all seafaring people. Half a dozen of the ship's boys were floundering about in the sails, and sometimes even venturing beyond the leech rope. One of the least of these urchins, but not the least courageous of their number, when taunted by his more skilful companions with being afraid, struck out boldly beyond the prescribed bounds He had not gone much further than his own length, however, along the surface of the fathomless sea, when his heart failed him, poor little man; and along with his confidence away also went his power of keeping his head above the water. So down he sank rapidly, to the speechless horror of the other boys, who of course, could lend the drowning child no help.

The captain of the forecastle, a tall, fine-looking, hard-a-weather fellow, was standing on the shank of the sheet anchor with his arms across, and his well varnished canvass hat drawn so much over his eyes that it was difficult to tell whether he was awake or merely dozing in the sun, as he leaned his back against the fore-topmast backstay. The seamen, however, had been attentively watching the young party all the time, and rather fearing that mischief might ensue from their rashness, he had grunted out a warning to them from time to time, to which they paid no sort of attention. At last he desisted, saying they might drown themselves if they had a mind, for never a bit would he help them ; but no sooner did the sinking figure of the adventurous little boy catch his eye, than, diver fashion, he joined the palms of his hands over his head, inverted his position in one instant, and urging himself into swifter motion by a smart push with his feet against the anchor, shot head foremost into the water. The poor lad sunk so rapidly that he was at least a couple of fathoms under the surface before he was arrested by the grip of the sailor, who soon rose again, bearing the bewildered boy in his hand, and calling to the other youngsters to take better care of their companion, chucked him right into the belly of the sail. The fore-sheet was hanging in the calm, nearly into the water, and by it the dripping seaman scrambled up again to his old birth

on the anchor, shook himself like a great Newfoundland dog, and then jumping on the deck, proceeded across the forecastle to shift himself.

At the top of the ladder he was stopped by the marine officer, who had witnessed the whole transaction, as he sat across the gangway hammocks, watching the swimmers, and trying to get his own consent to undergo the labor of undressing. Said the soldier to the sailor, "That was very well done of you, my man, and right well deserves a glass of grog. Say so to the gun-room steward as you pass; and tell him it is my orders to fill you out a stiff nor-wester." The soldier's offer was kindly meant, but rather clumsily timed, at least so thought Jack: for though he inclined his head in acknowledgment of the attention, and instinctively touched his hat when spoken to by an officer, he made no reply till out of the marine's hearing, when he laughed, or rather chuckled out to the people near him, "Does the good gentleman suppose I 'll take a glass of grog for saving a boy's life."

AN ESCAPE THROUGH THE CABIN-WINDOWS.

In the year 18—, said Capt M——, I was bound, in a fine stout ship of about four hundred tons burden, from the port of P—— to Liverpool. The ship had a valuable cargo on board and about ninety thousand dollars in specie. I had been prevented, by other urgent business, from giving much of my attention to the vessel while loading and equipping for the voyage, but was very particular in my directions to the chief mate, in whom I had great confidence, he having sailed with me some years, to avoid entering, if possible, any but native American seamen. When we were about to sail, he informed me that he had not been able to comply with my directions entirely in this particular; but had shipped two foreigners as seamen, one a native of Guernsey, and the other a Frenchman

from Brittany. I was pleased, however, with the appearance of the crew generally, and particularly with the foreigners. They were both stout and able-bodied men, and were particularly alert and attentive to orders.

The passage commenced auspiciously and promised to be a speedy one, as we took a fine steady westerly wind soon after we lost soundings. To my great sorrow and uneasiness, I soon discovered in the foreigners a change of conduct for the worse. They became insolent to the mates and appeared to be frequently under the excitement of liquor, and had evidently acquired an undue influence with the rest of the men. Their intemperance soon became intolerable, and as it was evident that they had brought liquor on board with them, I determined upon searching the forecastle and depriving them of it. An order to this effect was given to the mates, and they were directed to go about its execution mildly and firmly, taking no arms with them as they seemed inclined to do, but to give every chest, birth and locker in the forecastle a thorough examination; and bring aft to the cabin any spirits they might find.

It was not without much anxiety that I sent them forward upon this duty. I remained upon the quarter deck myself, ready to go to their aid, should it be necessary. In a few moments, a loud and angry dispute was succeeded by a sharp scuffle around the forecastle companion-way. The steward, at my call, handed my loaded pistols from the cabin, and with them I hastened forward. The Frenchman had grappled the second mate, who was a mere lad, by the throat, thrown him across the heel of the bowsprit, and was apparently determined to strangle him to death. The chief mate was calling for assistance from below, where he was struggling with the Guernsey man. The rest of the crew were indifferent spectators, but rather encouraging the foreigners than otherwise. I presented a pistol at the head of the Frenchman, and ordered him to release the second mate, which he instantly did. I then ordered him into the fore top, and the others, who were near, into the maintop, none to come down under pain of death, until ordered. The steward had by this time brought another pair of pistols, with which I armed the second mate, directing him to remain on deck; and went below into the forecastle myself. I found that the chief mate had been slightly wounded in two places by the knife of his antagonist, who, however, ceased to resist as I made my appearance, and we immediately secured him in irons. The search was now made, and a

quantity of liquor found and taken to the cabin. The rest of the men were then called down from the tops, and the Frenchman was made the companion of his coadjutor's confinement I then expostulated, at some length, with the others upon their improper and insubordinate conduct, and upon the readiness with which they had suffered themselves to be drawn into such courses by two rascally foreigners, and expressed hopes that I should have no reason for further complaint during the rest of the voyage. The remonstrance I thought had effect, as they appeared contrite and promised amendment. They were then dismissed, and order was restored.

The next day the foreigners strongly solicited pardon, with the most solemn promises of future good conduct; and as the rest of the crew joined in their request, I ordered that their irons should be taken off. For several days the duties of the ship were performed to my entire satisfaction; but I could discover in the countenances of the foreigners, expressions of deep and rancorous animosity to the chief mate, who was a prompt, energetic seaman, requiring from the sailors, at all times, ready and implicit obedience to his orders.

A week perhaps had passed over in this way, when one night, in the mid watch, all hands were called to shorten sail Ordinarily upon occasions of this kind, the duty was conducted by the mate, but I now went upon deck myself and gave orders, sending him upon the forecastle. The night was dark and squally; but the sea was not high, and the ship was running off about nine knots, with the wind upon the starboard quarter. The weather being very unpromising, the second reef was taken in the fore and main topsails, the mizen handed and the fore and mizen top gallant yards sent down. This done, one watch was permitted to go below, and I prepared to betake myself to my birth again, directing the mate, to whom I wished to give some orders, should be sent to me. To my utter astonishment and consternation, word was brought me, after a short time, that he was no where to be found. I hastened upon deck, ordered all hands up again, and questioned every man in the ship upon the subject; but they, with one accord, declared that they had not seen the mate forward. Lanterns were then brought, and every accessible part of the vessel was unavailingly searched. I then, in the hearing of the whole crew, declared my belief that he must have fallen overboard by accident, again dismissed one watch below, and repaired to the cabin, in a state of mental agitation impossible to be described. For notwithstanding the opinion which I

had expressed to the contrary, I could not but entertain strong suspicions that the unfortunate man had met a violent death.

The second mate was a protegee of mine ; and, as I have before observed, was a very young man of not much experience as a seaman. I therefore felt that, under critical circumstances, my main support had fallen from me. It is needless to add, that a deep sense of forlornness and insecurity was the result of these reflections.

My first step was to load and deposit in my state room all the fire arms on board, amounting to several muskets and four pairs of pistols. The steward was a faithful mulatto man, who had sailed with me several voyages. To him I communicated my suspicions, and directed him to be constantly on the alert : and should any further difficulty with the crew occur, to repair immediately to my state room and arm himself. His usual birth was in the steerage, but I further directed that he should, on the following morning, clear out and occupy one in the cabin near my own. The second mate occupied a small state room opening into the passage which led from the steerage to the cabin. I called him from the deck, gave him a pair of loaded pistols, with orders to keep them in his birth ; and, during his night watches on deck, never to go forward of the main mast, but to continue as constantly as possible near the cabin companion-way, and call me upon the slightest occasion. After this, I laid down in my bed, ordering that I should be called at four o'clock, for the morning watch. Only a few minutes had elapsed, when I heard three or four knocks under the counter of the ship, which is that part of the stern immediately under the cabin windows. In a minute or two they were distinctly repeated. I arose—opened the cabin window and called. The mate answered !—I gave him the end of a rope to assist him up, and never shall I forget the flood of gratitude which my delighted soul poured forth to that Being who had restored him to me uninjured. His story was soon told. He had gone forward upon being ordered by me, after the calling of all hands and had barely reached the forecastle. when he was seized by the two foreigners, and before he could utter more than one cry, which was drowned in the roaring of the winds and waves, was thrown over the bow. He was a powerful man and an excellent swimmer. The topsails of the ship were clewed down to reef, and her way, of course, considerably lessened—and in an instant, he found the end of a rope, which was accidentally towing overboard,

within his grasp, by which he dragged in the dead water or eddy, that is created under the stern of a vessel while sailing, particularly if she is full built and deeply laden, as was the case with this. By a desperate effort, he caught one of the rudder chains, which was very low, and drew himself by it upon the step or jog of the rudder where he had sufficient presence of mind to remain without calling out, until the light had ceased to shine through the cabin windows, when he concluded that the search for him was over. He then made the signal to me.

No being in the ship, but myself, was apprised of his safety. for the gale had increased and completely drowned the sounds of the knocking, opening the window, &c. before they could reach the quarter deck ; and there was no one in the cabin but ourselves, the steward having retired to his birth in the steerage. It was at once resolved that the second mate only should be informed of his existence. He immediately betook himself to a large vacant state room, and, for the remainder of the passage, all his wants were attended to by me. Even the steward was allowed to enter the cabin as rarely as possible.

Nothing of note occurred during the remainder of the voyage, which was prosperous. It seemed that the foreigners had only been actuated by revenge in the violence they had committed ; for nothing further was attempted by them. In due season we took a pilot in the channel, and, in a day or two, entered the port of Liverpool. As soon as the proper arrangements were made, we commenced warping the ship into dock, and while engaged in this operation, the Mate appeared on deck, went forward, and attended to his duties as usual ! A scene occurred which is beyond description : every feature of it is as vivid in my recollection as though it occurred but yesterday, and will be to my latest breath. The warp dropped from the paralysed hands of the horror-sticken sailors, and had it not been taken up by some boatmen on board, I should have been compelled to anchor again and procure assistance from the shore. Not a word was uttered ; but the two guilty wretches staggered to the mainmast, where they remained petrified with horror, until the officer, who had been sent for, approached to take them into custody. They then seemed in a measure to be recalled to a sense of their appalling predicament, and uttered the most piercing expressions of lamentation and despair.

They were soon tried, and upon the testimony of the mate capitally convicted and executed.

TOM CRINGLE'S LOG.

We had refitted, and been four days at sea, on our voyage to Jamaica, when the gun-room officers gave our mess a blow out.

The increased motion and rushing of the vessel through the water, the groaning of the masts, the howling of the gale, and the frequent trampling of the watch on deck, were prophetic of wet jackets to some of us; still, midshipman-like, we were as happy as a good dinner and some wine could make us, until the old gunner shoved his weather beaten phiz and bald pate in at the door. "Beg pardon Mr. Splinter, but if you will spare Mr. Cringle on the forecastle an hour, until the moon rises."—("Spare," quotha, "is his majesty's officer a joint stool?")—"Why, Mr. Kennedy, why? here, man, take a glass of grog." "I thank you sir." "It is coming on a roughish night, sir; the running ships should be crossing us hereabouts; indeed, more than once I thought there was a strange sail close aboard of us, the scud is flying so low, and in such white flakes; and none of us have an eye like Mr Cringle, unless it be John Crow, and he is all but frozen." "Well, Tom, I suppose you will go"—Anglice, from a first lieutenant to a mid—

"Brush instanter."

Having changed my uniform for shag trowsers, pea-jacket and a south-west cap, I went forward and took my station, in no pleasant humor, on the stowed jib, with my arm around the stay. I had been half an hour there, the weather was getting worse, the rain was beating in my face, and the spray from the stern was splashing over me, as it roared through the waste of sparkling and hissing waters. I turned my back to the weather for a moment to press my hands on my straining eyes. When I opened them, I saw the gunner's gaunt and high-featured visage thrust anxiously forward; his profile looked as if rubbed over with phosphorus, and his whole person as if we had been playing at snap dragon. "What has come over you Mr. Kennedy? who's burning the blue light now?" "A wiser man than I must tell you that; look for

ward Mr. Cringle—look there; what do your books say to that?"

I looked forth, and saw at the extreme end of the jib-boom, what I have read of, certainly, but never expected to see, a pale, greenish, glow-worm colored flame, of the size and shape of the frosted glass shade over the swinging lamp in the gun-room. It drew out and flattened as the vessel pitched and rose again, and as she sheered about, it wavered round the point that seemed to attract it, like a soap suds bubble blown from a tobacco-pipe, before it is shaken into the air; at the core it was comparatively bright, but faded into a halo. It shed a baleful and ominous light on the surrounding objects; the group of sailors on the forecastle looked like spectres, and they shrunk together, and whispered when it began to roll slowly along the spar where the boatswain was sitting at my feet. At this instant something slid down the stay, and a cold clammy hand passed around my neck. I was within an ace of losing my hold and tumbling overboard.—"Heaven have mercy on me what's that?" "It's that sky-larking son of a gun, Jem Sparkle's monkey, sir. You Jem, you'll never rest till that brute is made shark's bait of." But Jacko vanished up the stay again, chuckling and grinning in the ghastly radiance, as if he had been 'the spirit of the Lamp.' The light was still there, but a cloud of mist, like a burst of vapor from a steam boiler, came down upon the gale and flew past, when it disappeared. I followed the white mass as it sailed down the wind; it did not, as it appeared to me, vanish in the darkness, but seemed to remain in sight to leeward, as if checked by a sudden flaw; yet none of our sails were taken aback. A thought flashed on me. I peered still more intensely into the night. I was not certain.—"A sail, broad on the lee bow." The captain answered from the quarter-deck—"Thank you, Mr. Cringle. How shall we steer?" "Keep her away a couple of points, sir, steady." "Steady," sung the man at the helm; and a slow melancholy cadence, although a familiar sound to me, now moaned through the rushing wind, and smote upon my heart as if it had been the wailing of a spirit. I turned to the boatswain, who was now standing beside me, "is that you or Davy steering, Mr. Nipper? if you had not been there bodily at my side, I could have sworn that was your voice." When the gunner made the same remark, it started the poor fellow; he tried to take it as a joke, but could not. "There may be a laced hammock with a shot in it, for some of us ere morning."

At this moment, to my dismay, the object we were chasing shortened,—gradually fell abeam of us, and finally disappeared.

"The flying Dutchman." "I can't see her at all now."—"She will be a fore and aft rigged vessel that has tacked, sir." And sure enough, after a few seconds, I saw the white object lengthened and drew out again abaft our beam. "The chase has tacked, sir; put the helm down, or she will go to windward of us." We tacked also, and time it was we did so, for the rising moon now showed us a large schooner with a crowd of sail. We edged down on her, when finding her manœuvre detected, she brailed up her flat sails and bore up before the wind. This was our best point of sailing, and we cracked on, the captain rubbing his hands—"It's my turn to be the big un this time." Although blowing a strong north-wester, it was now clear moonlight, and we hammered away from our bow guns, but whenever a shot told amongst the rigging, the injury was repaired as if by magic. It was evident we had repeatedly hulled her, from the glimmering white streaks across her counter and along her stern, occasioned by the splintering of the timber, but it seemed to produce no effect.

At length we drew well upon her quarter. She continued all black hull and white sail, not a soul to be seen on deck, except a dark object which we took for the man at the helm "What schooner is that?" No answer. "Heave to, or I'll sink you." Still all silent. "Serjeant Armstrong, do you think you can pick off that chap at the wheel?" The mariner jumped on the forecastle, and levelled his piece, when a musket-shot from the schooner crushed through his skull, and he fell dead. The old skipper's blood was up. "Forecastle there! Mr. Nipper, clap a canister of grape over the round shot in the bow gun, give it to him." "Ay, ay, sir!" gleefully rejoined the boatswain, forgetting the augury, and everything else, in the excitement of the moment. In a twinkling the square foresail—topgallant—royal and studding-sail haulyards, were let go on board the schooner, as if to round to. "Rake him, sir, or give him the stern. He has not surrendered. I know their game. Give him your broadside, sir, or he is off to windward of you, like a shot. No, no, we have him now; heave to Mr. Splinter, heave to!" We did so, and that so suddenly, that the studding sail booms snapped like pipe shanks short off by the irons. Notwithstanding, we had shot two hundred yards to the leeward, before we could lay our maintopsail to the mast. I ran to windward. The

schooner's yards and rigging were now black with men, clustering like bees swarming, her square sails were being close furled, her fore and aft sails set, and away she was, dead to windward of us. "So much for undervaluing our American friends," grumbled Mr. Splinter.

We made all sail in chase, blazing away to little purpose; we had no chance on a bowline, and when our 'Amigo' had satisfied himself of his superiority by one or two short tacks, he deliberately took a reef in his mainsail, hauled down his flying jib and gaff-topsail, triced up the bunt of his foresail, and fired his long thirty-two at us. The shot came in our third aftermost port on the starboard side, and dismounted the carronade, smashing the slide and wounding three men. The second missed, and as it was madness to remain to be peppered, probably winged, whilst every one of ours fell short, we reluctantly kept away on our course, having the gratification of hearing a clear well blown bugle on board the schooner play up "Yankee Doodle." As the brig fell off, our long gun was run out to have a parting crack at her, when the third and last shot from the schooner struck the sill of the midship port, and made the white splinters fly from the solid oak like bright silver sparks in the moonlight. A sharp, piercing cry rose in the air—my soul identified that death-shriek with the voice that I had heard, and I saw the man who was standing with the lanyard of the lock in his hand drop heavily across the breech, and discharge the gun in his fall. Thereupon a blood-red glare shot up in the cold blue sky, as if a volcano had burst forth from beneath the mighty deep, followed by a roar, and a scattering crash, and a mingling of unearthly cries and groans, and a concussion of the air and the water as if our whole broadside had been fired at once.—Then a solitary splash here, and a dip there, and short sharp yells, and low choking bubbling moans, as the hissing fragments of the noble vessel we had seen, fell into the sea, and the last of her gallant crew vanished forever beneath that pale broad moon. We were alone; and once more all was dark, wild and stormy. Fearfully had that ball sped fired by a dead man's hand. But what is it that clings, black and doubled, across the fatal cannon, dripping and heavy, and choking the scuppers with clotting gore, and swaying to and fro with the motion of the vessel, like a bloody fleece? "Who is it that was hit at the gun there?" Mr. Nipper, the boatswain, sir, the last shot has cut him in two."

LOSS OF THE NAUTILUS SLOOP OF WAR.

ON A ROCK IN THE ARCHIPELAGO.

A misunderstanding having originated between the Court of Great Britain, and the Ottoman Porte, a powerful squadron was ordered to proceed to Constantinople, for the purpose of enforcing compliance with rational propositions. The object, however, proved abortive; and the expedition terminated in a way which did not enhance the reputation of these islands in the eyes of the Turks.

Sir Thomas Louis, commander of the squadron sent to the Dardanelles, having charged Captain Palmer with dispatches of the utmost importance for England, the Nautilus got under weigh at daylight on the third of January 1807. A fresh breeze from N. E. carried her rapidly out of the Hellespont, passing the celebrated castles in the Dardanelles, which so severely galled the British. Soon afterwards she passed the island of Tenedos, off the north end of which, two vessels of war were seen at anchor; they hoisted Turkish colours, and in return the Nautilus showed those of Britain.—In the course of this day, many of the other islands abounding in the Greek Archipelago came in sight, and in the evening the ship approached the island of Negropont, lying in 38 30 north latitude, and 24 8 east longitude; but now the navigation became more intricate, from the increasing number of islands, and from the narrow entrance between Negropont and the island of Andros.

The wind still continued to blow fresh, and as night was approaching, with the appearance of being dark and squally, the pilot, who was a Greek, wished to lie to until morning, which was done accordingly; and at day-light the vessel again proceeded. His course was shaped for the island of Falconera, in a track which has been so elegantly described by Falconer, in a poem as far surpassing the uncouth productions of modern times, as the Ionian temples surpassed those flimsy structures contributing to render the fame of the originals eternal. This island, and that of Anti Milo, were made

in the evening, the latter distant fourteen or sixteen miles from the more extensive island of Milo, which could not then be seen, from the thickness and haziness of the weather.

The pilot never having been beyond the present position of the Nautilus, and declaring his ignorance of the further bearings, now relinquished his charge, which was resumed by the captain. All possible attention was paid to the navigation; and Captain Palmer, after seeing Falconera so plainly, and anxious to fulfil his mission with the greatest expedition, resolved to stand on during the night. He was confident of clearing the Archipelago by morning, and himself pricked the course from the chart which was to be steered by the vessel. This he pointed out to his coxswain, George Smith, of whose ability he entertained a high opinion. Then he ordered his bed to be prepared, not having had his clothes off for the three preceding nights, and having scarce had any sleep from the time of leaving the Dardanelles.

A night of extreme darkness followed, with vivid lightning constantly flashing in the horizon; but this circumstance served to inspire the captain with a greater degree of confidence; for being enabled by it to see so much further at intervals, he thought, that should the ship approach any land, the danger would be discovered in sufficient time to be avoided.

The wind continued still increasing; and though the ship carried but little sail, she went at the rate of nine miles an hour, being assisted by a lofty following sea, which with the brightness of the lightning, made the night particularly awful. At half past two in the morning, high land was distinguished, which, those who saw it supposed to be the island of Cerigotto, and thence thought all safe, and that every danger had been left behind. The ship's course was altered to pass the island, and she continued on her course until half past four, at the changing of the watch, when the man on the look-out exclaimed, breakers ahead! and immediately the vessel struck with a most tremendous crash. Such was the violence of the shock, that people were thrown from their beds, and, on coming upon deck, were obliged to cling to the cordage. All was now confusion and alarm; the crew hurried on deck, which they had scarce time to do when the ladders below gave way, and indeed left many persons struggling in the water, which already rushed into the under part of the ship. The captain it appeared had not gone to bed, and immediately came on deck when the Nautilus struck; there having examined her situation, he immediately went round, accompanied

by his second lieutenant, Mr. Nesbit, and endeavored to quiet the apprehensions of the people. He then returned to his cabin, and burnt his papers and private signals. Meantime every sea lifted up the ship, and then dashed her with irresistible force on the rocks; and in a short time, the crew were obliged to resort to the rigging, where they remained an hour, exposed to the surges incessantly breaking over them. There they broke out into the most lamentable exclamations, for their parents, children and kindred, and the distresses they themselves endured. The weather was so dark and hazy, that the rocks could be seen only at a very small distance, and in two minutes afterwards the ship had struck.

At this time the lightning had ceased, but the darkness of the night was such, that the people could not see the length of the ship from them; their only hope rested in the falling of the main-mast, which they trusted would reach a small rock, which was discovered very near them. Accordingly, about half an hour before day-break, the main-mast gave way, providentially falling towards the rock, and by means of it they were enabled to gain the land.

The struggles and confusion to which this incident gave birth, can better be conceived than described; some of the crew were drowned, one man had his arm broke, and many were cruelly lacerated; but Captain Palmer refused to quit his station, while any individual remained on board; and not until the whole of his people had gained the rock did he endeavor to save himself. At that time, in consequence of remaining by the wreck, he had received considerable personal injury, and must infallibly have perished, had not some of the seamen ventured through a tremendous sea to his assistance. The boats were staved in pieces; several of the people endeavored to haul in the jolly-boat, which they were incapable of accomplishing.

The hull of the vessel being interposed, sheltered the shipwrecked crew a long time from the beating of the surf; but as she broke up, their situation became more perilous every moment, and they soon found that they should be obliged to abandon the small portion of the rock, which they had reached, and wade to another apparently somewhat larger. The first lieutenant, by watching the breaking of the seas, had got safely thither, and it was resolved by the rest to follow his example. Scarce was this resolution formed, and attempted to be put into execution, when the people encountered an immense quantity of loose spars, which were immediately wash-

ed into the channel which they had to pass; but necessity would admit of no alternative. Many in crossing between the two rocks were severely wounded; and they suffered more in this undertaking than in gaining the first rock from the ship. The loss of their shoes was now felt in particular, for the sharp rocks tore their feet in a dreadful manner, and the legs of some were covered with blood.

Day-light beginning to appear, disclosed the horrors by which those unfortunate men were surrounded. The sea was covered with the wreck of their ill fated ship, many of their unhappy comrades were seen floating away on spars and timbers; and the dead and dying were mingled together without a possibility of the survivors affording assistance to any that might still be rescued. Two short hours had been productive of all this misery, the ship destroyed and her crew reduced to a situation of despair. Their wild and affrighted looks indicated the sensations by which they were agitated; but on being recalled to a sense of their real condition, they saw that they had nothing left but resignation to the will of heaven.

The shipwrecked mariners now discovered that they were cast away on a coral rock almost level with the water, about three or four hundred yards long, and two hundred broad.—They were at least twelve miles from the nearest islands, which were afterwards found to be those of Cerigotto and Pera, on the north end of Candia, about thirty miles distant. At this time it was reported, that a small boat, with several men, had escaped; and although the fact was true, the uncertainty of her fate induced those on the rock to confide in being relieved by any vessel accidentally passing in sight of a signal of distress they had hoisted on a long pole; the neighboring islands being too distant.

The weather had been extremely cold, and the day preceding the shipwreck ice had lain on the deck; now, to resist its inclemency, a fire was made, by means of a knife and a flint preserved in the pocket of one of the sailors; and with much difficulty, some damp powder, from a small barrel washed on shore, was kindled. A kind of tent was next made, with pieces of old canvass, boards, and such things as could be got about the wreck, and the people were thus enabled to dry the few clothes they had saved. But they passed a long and comfortless night, though partly consoled with the hope of their fire being descried in the dark, and taken for a signal of distress. Nor was this hope altogether disappointed.

When the ship first struck, a small whale-boat was hanging over the quarter, into which, an officer, George Smith the coxswain, and nine men, immediately got, and, lowering themselves into the water, happily escaped. After rowing three or four leagues against a very high sea, and the wind blowing hard, they reached the small island of Pera. This proved to be scarce a mile in circuit, and containing nothing but a few sheep and goats, belonging to the inhabitants of Cerigo, who come in the summer months to carry away their young. They could find no fresh water, except a small residue from rain in the hole of a rock, and that was barely sufficient though most sparingly used. During the night, having observed the fire above mentioned, the party began to conjecture that some of their shipmates might have been saved, for until then they had deemed their destruction inevitable.—The coxswain impressed with this opinion, proposed again hazarding themselves in the boat for their relief, and, although some feeble objections were offered against it, he continued resolute to his purpose, and persuaded four others to accompany him.

About nine in the morning of Tuesday, the second day of the shipwreck, the approach in the little whale-boat was descried by those on the rock; all uttered an exclamation of joy, and in return the surprise of the coxswain and his crew to find so many of their shipmates still surviving is not to be described. But the surf ran so high as to endanger the safety of the boat, and several of the people imprudently endeavored to get into it. The coxswain tried to persuade Captain Palmer to come to him, but he steadily refused, saying, "No, Smith, save your unfortunate shipmates, never mind me."—After some little consultation, he desired him to take the Greek piolot on board, and make the best of his way to Cerrigotto, where the pilot said there were some families of fishermen, who doubtless would relieve their necessities.

But it appeared as if Heaven had ordained the destruction of this unfortunate crew, for, soon after the boat departed, the wind began to increase, and dark clouds gathering around, excited among those remaining behind all their apprehensions for a frightful storm. In a about two hours it commenced with the greatest fury; the waves rose considerably, and soon destroyed the fire. They nearly covered the rock, and compelled the men to fly to the highest part for refuge, which was the only one that could afford any shelter. There nearly ninety people passed a night of the greatest horrors; and the

only means of preventing themselves from being swept away by the surf, which every moment broke over them, was by a small rope fastened round the summit of the rock, and with difficulty holding on by each other.

The fatigues which the people had previously undergone, added to what they now endured, proved too overpowering to many of their number; several became delirious; their strength was exhausted, and they could hold on no longer. Their afflictions were still further aggravated by an apprehension that the wind, veering more to the north, would raise the sea to their present situation, in which case a single wave would have swept them all into oblivion.

The hardships which the crew had already suffered were sufficient to terminate existence, and many had met with deplorable accidents. One in particular, while crossing the channel between the rocks at an unsuitable time, was dashed against them so as to be nearly scalped, and exhibited a dreadful spectacle to his companions. He lingered out the night, and next morning expired. The more fortunate survivors were but ill prepared to meet the terrible effects of famine; their strength enfeebled, their bodies unsheltered and abandoned by hope. Nor were they less alarmed for the fate of their boat. The storm came on before she could have reached the intended island, and on her safety their own depended. But the scene which daylight presented was still more deplorable. The survivors beheld the corpses of their departed shipmates, and some still in the agonies of death. They were themselves altogether exhausted, from the sea all night breaking over them, and the inclemency of the weather, which was such, that many, among whom was the carpenter, perished from excessive cold.

But this unfortunate crew had now to suffer a mortification, and to witness an instance of inhumanity, which leaves an eternal stain of infamy on those who merit the reproach.—Soon after day broke, they observed a vessel with all sail set, coming down before the wind, steering directly for the rock. They made every possible signal of distress which their feeble condition admitted, nor without effect, for they were at last seen by the vessel, which bore to and hoisted out her boat. The joy which this occasioned may be easily conceived, for nothing short of immediate relief was anticipated; and they hastily made preparation for rafts to carry them through the surf, confident that the boat was provided with whatever might administer to their necessities. Approaching still near-

er, she came within pistol-shot, full of men dressed in the European fashion, who after having gazed at them a few minutes, the person who steered, waved his hat to them and then rowed off to his ship. The pain of the shipwrecked people at this barbarous proceeding was acute, and heightened even more by beholding the stranger vessel employed the whole day in taking up the floating remains of that less fortunate one which had so lately borne them.

Perhaps the abandoned wretches guilty of so unfeeling an act may one day be disclosed, and it would surely excite little compassion to learn that they suffered that retribution which such inhuman conduct merits. That people dressed in the habit of Englishmen, though belonging to a different nation, could take advantage of misery instead of relieving it, will scarce seem creditable at the present day, were not some instances of a similar nature related elsewhere than in these volumes.

After this cruel disappointment, and bestowing an anathema which the babarity of the strangers deserved, the thoughts of the people were, during the remainder of the day, directed towards the return of the boat; and being disappointed there also, their dread that she had been lost was only further confirmed. They began to yield to despondency, and had the gloomy prospect of certain death before them. Thirst then became intolerable; and in spite of being warned against it by instances of the terrific effects ensuing, some in desperation resorted to salt water. Their companions had soon the grief of learning what they would experience by following their example; in a few hours raging madness followed, and nature could struggle no longer.

Another awful night was to be passed, yet the weather being considerably more moderate, the sufferers entertained hopes that it would be less disastrous than the one preceding; and to preserve themselves from the cold, they crowded close together and covered themselves with their few remaining rags. But the ravings of their comrades who had drank salt water were truly horrible; all endeavors to quiet them were ineffectual, and the power of sleep lost its influence. In the middle of the night they were unexpectedly hailed by the crew of the whale-boat; but the only object of the people on the rock was water; they cried out to their shipmates for it, though in vain. Earthen vessels only could have been procured, and these would not bear being conveyed through the surf The coxswain then said they should be taken off the

rock by a fishing vessel in the morning, and with this assurance they were forced to be content. It was some consolation to know that the boat was safe, and that relief had so far been obtained.

All the people anxiously expected morning, and, for the first time since being on the rock, the sun cheered them with its rays. Still the fourth morning came and no tidings either of the boat or vessel. The anxiety of the people increased, for inevitable death from famine, was staring them in the face What were they to do for self-preservation? The misery and hunger which they endured, were extreme; they were not ignorant of the means whereby other unfortunate mariners in the like situation had protracted life, yet they viewed them with disgust. Still when they had no alternative, they considered their urgent necessities and found them affording some excuse. Offering prayers to Heaven for forgiveness of the sinful act, they selected a young man who had died the preceding night, and ventured to appease their hunger with human flesh.

Whether the people were relieved is uncertain, for towards evening death had made hasty strides among them, and many brave men drooped under their hardships. Among these were the captain and first lieutenant, two meritorious officers; and the sullen silence now preserved by the survivors, shewed the state of their internal feelings. Captain Palmer was in the 26th year of his age; amidst his endeavors to comfort those under his command, his companions in misfortune, his personal injuries were borne with patience and resignation, and no murmurs escaped his lips; his virtuous life whs prematurely closed by the overwhelming severities of the lamentable catastrophe he had shared.

During the course of another tedious night, many suggested the possibility of constructing a raft which might carry the survivors to Cerigotto; and the wind being favorable, might enable them to reach that island. At all events, attempting this seemed preferable to remaining on the rock to expire of hunger and thirst. Accordingly, at daylight they prepared to put their plan in execution. A number of the larger spars were lashed together, and sanguine hopes of success entertained. At length the moment of launching the raft arrived, but it was only to distress the people with new disappointments, for a few moments sufficed for the destruction of a work on which the strongest of the party had been occupied hours Several from this unexpected failure, became still

more desperate, and five resolved to trust themselves on a few small spars slightly lashed together, and on which they had scarce room to stand. Bidding their companions adieu, they launched out into the sea, where they were speedily carried away by unknown currents, and vanished forever from sight.

Towards the same afternoon, the people were again rejoiced by the sight of the whale-boat, and the coxswain told them that he had experienced great difficulty in prevailing on the Greek fishermen of Cerigotto to venture in their boats, from dread of the weather. Neither would they permit him to take them unaccompanied by themselves; he regretted what his comrades had endured, and his grief at not being able yet to relieve them, but encouraged them with hopes, if the weather remained fine, that next day the boats might come. While the coxswain spoke this, twelve or fourteen men imprudently plunged from the rock into the sea, and very nearly reached the boat. Two indeed, got so far as to be taken in, one was drowned and the rest providentially recovered their former station. Those who thus escaped could not but be envied by their companions, while they reproached the indiscretion of the others, who, had they reached the boat, would without all doubt have sunk her, and thus unwittingly consigned the whole to irremediable destruction.

The people were wholly occupied in reflections on the passing incidents; but their weakness increased as the day elapsed; one of the survivors describes himself as feeling the approach of annihilation, that his sight failed, and his senses became confused; that his strength was exhausted, and his eyes turned towards the setting sun, under the conviction that he should never see it rise again. Yet on the morning he survived, and he was surprised that Providence willed it should still be so, as several strong men had fallen in the course of the night. While the remainder were contemplating their forlorn condition, and judging this the last day of their lives, the approach of the boats was unexpectedly announced.—From the lowest ebb of despair, they were now elated with the most extravagant joy; and copious draughts of water, quickly landed, refreshed their languid bodies. Never before did they know the blessings which the single possession of water could afford; it tasted more delicious than the finest wines.

Anxious preparations were made for immediate departure from a place, which had been fatal to so many unhappy sufferers. Of one hundred and twenty-two persons on board the Nautilus when she struck, fifty-eight had perished. Eighteen

were drowned, it was supposed, at the moment of the catastrophe, and one in attempting to reach the boat, five were lost on the small raft, and thirty-four died of famine. About fifty now embarked in four fishing vessels, and landed the same evening at the island of Cerigotto, making altogether sixty-four individuals, including those who escaped in the whale-boat. Six days had been passed on the rock, nor had the people, during that time, received any assistance, excepting from the human flesh of which they had participated.

The survivors landed at a small creek in the island of Cerigotto, after which they had to go to a considerable distance before reaching the dwellings of their friends. Their first care was to send for the master's mate, who had escaped to the island of Pori, and had been left behind when the whale-boat came down to the rock. He and his companions had exhausted all the fresh water, but lived on the sheep and goats, which they caught among the rocks, and had drank their blood. There they had remained in a state of great uncertainty concerning the fate of those who had left them in the boat.

Though the Greeks could not aid the seamen in the care of their wounds, they treated them with great care and hospitality; but medical assistance being important, from the pain the sufferers endured, and having nothing to bind up their wounds but shirts which they tore into bandages, they were eager to reach Cerigo. The island of Cerigotto, where they had landed, was a dependency on the other, about fifteen miles long, ten broad, and of a barren and unproductive soil, with little cultivation. Twelve or fourteen families of Greek fishermen dwelt upon it, as the pilot had said, who were in a state of extreme poverty. Their houses, or rather huts, consisting of one or two rooms on the same floor, were, in general, built against the side of a rock; the walls composed of clay and straw, and the roof supported by a tree in the centre of the dwelling. Their food was a coarse kind of bread, formed of boiled pease and flour, which was made into a kind of paste for the strangers, with once or twice a bit of kid; and that was all which they could expect from their deliverers. But they made a liquor from corn, which having an agreeable flavour, and being a strong spirit, was drank with avidity by the sailors.

Cerigo was about twenty-five miles distant, and there, it was also said, an English consul resided. Eleven days elapsed, however, before the crew could leave Cerigotto, from

the difficulty of persuading the Greeks to adventure to sea, in their frail barks, during tempestuous weather. The wind at last proving fair, with a smooth sea, they bade a grateful adieu to the families of their deliverers, who were tenderly affected by their distresses, and shed tears of regret when they departed. In six or eight hours, they reached Cerigo, where they were received with open arms. Immediately on arrival, they were met by the English vice-consul, Signor Manuel Caluci, a native of the island, who devoted his house, bed, credit and whole attention to their service; and the survivors unite in declaring their inability to express the obligations under which he laid them. The governor, commandant, bishop and principal people, all shewed equal hospitality, care and friendship, and exerted themselves to render the time agreeable; insomuch that it was with no little regret that these shipwrecked mariners thought of forsaking the island.

After the people had remained three weeks at Cerigo, they learnt that a Russian ship of war lay at anchor off the Morea, about twelve leagues distant, being driven in by bad weather, and immediately sent letters to her commanding officer, narrating their misfortunes and soliciting a passage to Corfu.—The master of the Nautilus determining to make the most of the opportunity, took a boat to reach the Russian vessel; but he was at first so unfortunate as to be blown on the rocks in a heavy gale of wind, where he nearly perished, and the boat was staved in pieces. However, he luckily got to the ship, and after some difficulty, succeeded in procuring the desired passage for himself and his companions to Corfu. Her commander, to accommodate them, came down to Cerigo, and anchored at a small port called St. Nicholas, at the eastern extremity of the island. The English embarked on the 5th, but, owing to contrary winds, did not sail until the 15th of February, when they bade farewell to their friends. They next touched at Zante, another small island, abounding in currants and olives, the oil from the latter of which constitutes the chief riches of the people. After remaining there four days, they sailed for Corfu, where they arrived on the 2d of March 1807, nearly two months after the date of their shipwreck.

WRECK OF A SLAVE SHIP.

The following extract of a letter from Philadelphia, dated November 11th, 1762, gives an account of the melancholy disaster that befel the Phœnix, Capt. M'Gacher, in lat. 37 deg. N. and Lon. 72 deg. W. from London, bound to Potomac, in Maryland, from the coast of Africa, with 332 slaves on board.

"On Wednesday the 20th of October 1762, at six o'clock in the evening, came on a most violent gale of wind at south, with thunder and lightning, the sea running very high, when the ship sprung a leak, and we were obliged to lie-to under bare poles, the water gained on us with both pumps constantly working. 10 P. M. endeavored to put the ship before the wind to no purpose. At twelve the sand ballast having choked our pumps, and there being seven feet water in the hold, all the casks afloat, and the ballast shifted to leeward, cut away the rigging of the main and mizen masts, both of which went instantly close by the deck, and immediately after the foremast was carried away about twenty feet above. Hove overboard all our guns, upon which the ship righted a little. We were then under a necessity of letting all our slaves out of irons, to assist in pumping and baling.

"Thursday morning being moderate, having gained about three feet on the ship, we found every cask in the hold stove to pieces, so that we only saved a barrel of flour, 10 lbs. of bread, twenty-five gallons of wine, beer, and shrub, and twenty-five gallons of spirits. The seamen and slaves were employed all this day in pumping and baling; the pumps were frequently choked, and brought up great quantities of sand. We were obliged to hoist one of the pumps up, and put it down the quarter deck hatchway. A ship this day bore down upon us, and, though very near, and we making every signal of distress, she would not speak to us.

"On Friday, the men slaves being very sullen and unruly, having had no sustenance of any kind for forty-eight hours, except a dram, we put one half of the strongest of them in irons.

"On Saturday and Sunday, all hands night and day could scarce keep the ship clear, and were constantly under arms.

"On Monday morning, many of the slaves had got out of irons, and were attempting to break up the gratings; and the seamen not daring to go down in the hold to clear the pumps, we were obliged, for the preservation of our own lives, to kill fifty of the ringleaders and stoutest of them.

"It is impossible to describe the misery the poor slaves underwent, having had no fresh water for five days. Their dismal cries and shrieks, and most frightful looks, added a great deal to our misfortunes; four of them were found dead, and one drowned herself in the hold. This evening the water gained on us, and three seamen dropped down with fatigue and thirst, which could not be quenched, though wine, rum, and shrub were given them alternately. On Thursday morning the ship had gained, during the night, above a foot of water, and the seamen quite worn out, and many of them in despair. About ten in the forenoon we saw a sail; about two she discovered us, and bore down; at five spoke to us, being the King George, of Londonderry, James Mackay, master; he immediately promised to take us on board, and hoisted out his yawl, it then blowing very fresh. The gale increasing, prevented him from saving any thing but the white people's lives, not even any of our clothes, or one slave, the boat being scarcely able to live in the sea the last trip she made. Capt. Mackay and some gentlemen, passengers he had on board, treated us with kindness and humanity.'

THE WRECKED SEAMEN.

The annexed thrilling sketch is extracted from the "Life of a Sailor, by a Captain in the British Navy." It relates to the exposures of the crew of the Magpie, who had taken to the boat, after their shipwreck on the coast of Cuba. The boat was upset,—the storm continues:—

"Even in this moment of peril, the discipline of the navy assumed its command. At the order from the lieutenant for the men on the keel to relinquish their position they instantly obeyed, the boat was turned over and once more the expedient was tried—but quite in vain; for no sooner had the two men begun to bail with a couple of hats, and the safety of the crew to appear within the bounds of probability, than one man declared he saw the fin of a shark. No language can convey an idea of the panic which seized the struggling seamen; a shark is at all times an object of horror to a sailor; and those who have seen the destructive jaws of this voracious fish, and their immense and almost incredible power—their love of blood and their bold daring to obtain it, alone can form an idea of the sensations produced in a swimmer by the cry of "a shark! a shark!" Every man now struggled to obtain a moment's safety. Well they knew that one drop of blood would have been scented by the everlasting pilot-fish, the jackalls of the shark; and that their destruction was inevitable, if one only of these monsters should discover this rich repast, or be led to its food by the little rapid hunter of its prey.—All discipline was now unavailing, the boat again turned keel up; one man only gained his security to be pushed from it by others and thus their strength begun to fail from long continued exertion. However, as the enemy so much dreaded did not make its appearance, Smith once more urged them to endeavor to save themselves by the only means left, that of the boat; but as he knew that he would only increase their alarm by endeavoring to persude them that sharks did not abound in these parts, he used the wisest plan of desiring those who held on by the gun-wale, to keep splashing in the water with their legs, in order to frighten the monsters at which they were so alarmed. Once more had hope began to dawn:—the boat was clear to her thwarts, and four men were in her hard at work; a little forbearance and a little obedience, and they were safe. At this moment, when those in the water urged their messmates in the boat to continue bailing with unremitted exertion, a noise was heard close to them, and about fifteen sharks came right in amongst them. The panic was ten times more dreadful than before; the boat was again upset by the simultaneous endeavor to escape the danger; and the twenty-two sailors were again devoted to destruction.—At first the sharks did not seem inclined to seize their prey, but swam in amongst the men, playing in the water, sometimes leaping about and rubbing against their victims. This

was of short duration, a loud shriek from one of the men announced his sudden pain; a shark had seized him by the leg, and severed it entirely from the body. No sooner had the blood been tasted than the long dreaded attack took place; another and another shriek proclaimed a loss of limbs; some were torn from the boat to which they vainly endeavored to cling; some, it was supposed, sunk from fear alone; all were in dreadful peril. Mr. Smith, even now, when of all horrible deaths the most horrible seemed to await him, gave his orders with clearness and coolness; and to the everlasting honor of the poor departed crew be it known, they were obeyed; again the boat was righted, and again two men were in her. Incredible as it may appear, still, however, it is true, that the voice of the officer was heard amidst the danger; and the survivors, actually as before, clung to the gun-wale, and kept the boat upright. Mr. Smith himself held to the stern, and cheered and applauded his men. The sharks had tasted the blood, and were not to be driven from their feast; in one short moment, when Mr. Smith ceased splashing as he looked into the boat to watch the progress, a shark seized both legs, and bit them off just above the knees. Human nature was not strong enough to bear the immense pain without a groan; but Mr. Smith endeavored to conceal the misfortune, nature, true to herself, resisted the endeavor, and the groan was deep and audible. The crew had long respected their gallant commander; they knew his worth and his courage:—on hearing him express his pain, and seeing him relinquish his hold to sink, two of the men grasped their dying officer, and placed him in the stern sheets. Even now in almost insupportable agony, that gallant fellow forgot his own sufferings, and thought only on rescuing the remaining few from the untimely grave which awaited them; he told them again of their only hope, deplored their perilous state, and concluded with these words; "if any of you survive this fatal night, and return to Jamaica, tell the admiral (Sir Lawrence Halstead) that I was in search of the pirate when this lamentable occurrence took place, tell him I hope I have always done my duty, and that I—" Here the endeavor of some of the men to get into the boat gave her a heel on one side; the men who were supporting poor Smith relinquished him for a moment, and he rolled overboard and was drowned. His last bubbling cry was soon lost amidst the shrieks of his former companions, he sunk to rise no more.

At eight o'clock in the evening the Magpie was upset; it

was calculated by the two survivors, that their companions had all died by nine. The sharks seemed satisfied for the moment, and they, with gallant hearts, resolved to profit by the precious time in order to save themselves; they righted the boat, and one getting over the bows, and the other over the stern, they found themselves although nearly exhausted, yet alive, and in comparative security, they began the work of bailing, and soon lightened the boat sufficiently not to be easily upset, when both set down to rest. The return of the sharks was a signal for their return to labor. The voracious monsters endeavored to upset the boat; they swam by its side in seeming anxiety for their prey, but after waiting sometime, they separated; the two rescued seamen, found themselves free from their insatiable enemies, and, by the blessing of God, saved.—Tired as they were, they continued their labor until the boat was nearly dry, when both lay down to rest, the one forward, and the other aft; so completely had fear operated on their minds, that they did not dare even to move, dreading that an incautious step might have capsized the boat. They soon, in spite of the horrors they had witnessed, fell into a sound sleep, and day had dawned before they awoke to horrible reflections, and apparently worse dangers. The sun rose clear and unclouded; the cool calm of the night was followed by the sultry calm of the morning, and heat, hunger, thirst and fatigue, seemed to settle on the unfortunate men, recued by Providence and their own exertions from the jaws of a horrible death. They awoke and looked at each other, the very gaze of despair was appalling; far as the eye could reach, no object could be descerned; the bright haze of the morning added to the strong refraction of light; one smooth, interminable plain, one endless ocean, one cloudless sky and one burning sun, were all they had to gaze upon. The boat lay like the ark, in a world alone! They had no oar, no mast and no sail, nothing but the bare planks and themselves, without provisions or water, food or raiment. They lay upon the calm ocean, hopeless, friendless and miserable. It was a time of intense anxiety, their eyes rested upon each other in silent pity, not unmixed with fear. Each knew the dreadful alternative to which nature would urge them. The cannibal was already in their looks, and fearful would have been the first attack on either side, for they were both brave and stout men, and equals in strength and courage.

It now being about half past six in the morning, the sun was begining to prove its burning power, the sea was as

smooth as a looking glass, and saving now and then, the slight cat's paw of air, which ruffled the face of the water for a few yards, all was calm and hushed. In vain they strained their eyes, in vain they turned from side to side to escape the burning rays of the sun; they could not sleep, for now anxiety and fear kept both vigilant and on their guard; they dared not to court sleep, for that might have been the last of mortal repose. Once they nearly quarrelled, but fortunately the better feelings of humanity overcame the bitterness of despair. The foremost man had long complained of thirst, and had frequently dipped his hand into the water, and sucked the fluid; this was hastily done, for all the horrors of the night were still before them, and not unfrequently the sharp fin of a shark was seen not very far from the boat. In the midst of the excruciating torments of thirst, heightened by the salt water, and the irritable temper of the bowman, as he stamped his impatient feet against the bottom boards, and tore his hair with unfeeling indifference, he suddenly stopped the expression of rage and called out—"a sail!"

Whilst they stood watching in silence the approach of the brig, which slowly made her way through the water, and at the very instant that they were assuring each other that they were seen, and that the vessel was purposely steered on the course she was keeping, to reach them, the whole fabric of hope was destroyed in a second; the brig kept away about three points, and began to make more sail. Then was it an awful moment; their countenances saddened as they looked at each other; for in vain they hailed, in vain they threw their jackets in the air; it was evident they had never been seen, and that the brig was steering her proper course.

The time was slipping away, and if once they got abaft the beam of the brig, every second would lessen the chance of being seen, besides, the sea breeze might come down, and then she would be far away, and beyond all hope in a quarter of an hour. Now was it, that the man who had been so loudly lamenting his fate, seemed suddenly inspired with fresh hope and courage, he looked attentively at the brig, then at his companion, and said "by heaven I'll do it, or we are lost!" "Do what?" said his shipmate. "Though," said the first man, "it is no trifle to do, after what we have seen and known; yet I will try, for if she passes us, what can we do? I tell you Jack, I'll swim to her, if I get safe to her, you are saved, if not, why I shall die without adding, perhaps, murder to my crimes." "What! jump overboard, and leave me all alone!'

replied his companion, "look, look at that shark, which has followed us all night, why it is only waiting for you to get into the water to swallow you, as it did perhaps half of our messmates; no, no, wait, do wait, perhaps another vessel may come, besides, I cannot swim half the distance, and I should be afraid to remain behind, think, Tom, only think of the sharks and of last night."

He jumped overboard with as much calmness as if he was bathing in security. No sooner had he began to strike out in the direction he intended, than his companion turned towards the sharks. The first had disappeared, and it was evident they had heard the splash, and would soon follow their prey. It is hard to say who suffered the most anxiety. The one left in the boat cheered his companion, looked at the brig, and kept waving his jacket, then turned to watch the sharks; his horror may be imagined when he saw three of these terrific monsters swim past the boat, exactly in the direction of his companion; he splashed his jacket in the water to scare them away, but they seemed quite aware of the impotency of the attack, and lazily pursued their course. The man swam well and strongly. There was no doubt he would pass within hail of the brig, provided the sharks did not interfere, and he, knowing that they would not be long in following him, kept kicking in the water and splashing as he swam. There is no fish more cowardly, and yet more desperately savage than a shark. I have seen one harpooned twice, with a hook in his jaws, and come again to a fresh bait, yet will they suffer themselves to be scared by the smallest noise, and hardly ever take their prey without it is quite still. Generally speaking, any place surrounded by rocks where the surf breaks, although there may be no passage for a ship, will be secure from sharks. It was not until a great distance had been accomplished, that the swimmer became apprized of his danger, and saw by his side one of the terrific creatures; still however, he bravely swam and kicked, his mind was made up for the worst, and he had little hope of success. In the meantime the breeze had gradually freshened, and the brig passed with greater velocity through the water; every stitch of canvas was spread. To the poor swimmer the sails seemed bursting with the breeze, and as he used his utmost endeavor to propel himself so as to cut off the vessel, the spray appeared to dash from the bow and the brig to fly through the sea. He was now close enough to hope his voice might be heard; but he hailed and hailed in vain, not a soul was to be seen on deck; the man

who steered was too intent upon his avocation to listen to the call of mercy. The brig passed, and the swimmer was every second getting further in the distance, every hope was gone, not a ray of that bright divinity remained; the fatigue had nearly exhausted him, and the sharks only waited for the first quiet moment to swallow their victim. It was in vain he thought of returning towards the boat, for he never could have reached her, and his companion had no means of assisting him. In the act of offering up his last prayer ere he made up his mind to float and be eaten, he saw a man looking over the quarter of the brig; he raised both his hands, he jumped himself up in the water, and by the singularity of his motions, fortunately attracted notice. A telescope soon made clear the object; the brig was hove to, a boat sent, and the man saved. The attention of the crew was then awakened to the Magpie's boat; she was soon alongside, and thus through the bold exertions of as gallant a fellow as ever breathed, both were rescued from their perilous situation.

ADVENTURES OF PHILIP ASHTON,

WHO, AFTER ESCAPING FROM PIRATES, LIVED SIXTEEN MONTHS IN SOLITUDE ON A DESOLATE ISLAND.

On Friday the 15th of June 1722, after being out some time in a schooner with four men and a boy, off Cape Sable, I stood in for Port Rossaway, designing to lie there all Sunday. Having arrived about four in the afternoon, we saw, among other vessels which had reached the port before us, a brigantine supposed to be inward bound from the West Indies. After remaining three or four hours at anchor, a boat from the brigantine came alongside, with four hands, who leapt on deck, and suddenly drawing out pistols, and brandishing cutlasses, demanded the surrender both of ourselves and our vessel. All remonstrance was vain; nor indeed, had we known who they were before boarding us, could we have made any effectual resistance, being only five men and

a boy, and were thus under the necessity of submitting at discretion. We were not single in misfortune, as thirteen or fourteen fishing-vessels were in like manner surprised the same evening.

When carried on board the brigantine, I found myself in the hands of Ned Low, an infamous pirate, whose vessel had two great guns, four swivels, and about forty-two men. I was strongly urged to sign the articles of agreement among the pirates, and to join their number, which I steadily refused, and suffered much bad usage in consequence. At length being conducted, along with five of the prisoners, to the quarter-deck, Low came up to us with pistols in his hand, and loudly demanded, "Are any of you married men?" This unexpected question, added to the sight of the pistols, struck us all speechless; we were alarmed lest there was some secret meaning in his words, and that he would proceed to extremities, therefore none could reply. In a violent passion he cocked a pistol, and clapping it to my head, cried out, "You dog, why don't you answer?" swearing vehemently at the same time that he would shoot me through the head. I was sufficiently terrified by his threats and fierceness, but rather than lose my life in so trifling a matter, I ventured to pronounce, as loud as I durst speak, that I was not married. Hereupon he seemed to be somewhat pacified, and turned away.

It appeared that Low was resolved to take no married men whatever, which often seemed surprising to me until I had been a considerable time with him. But his own wife had died lately before he became a pirate; and he had a young child at Boston, for whom he entertained such tenderness, on every lucid interval from drinking and revelling, that, on mentioning it, I have seen him sit down and weep plentifully. Thus I concluded, that his reason for taking only single men, was probably, that they might have no ties, such as wives and children, to divert them from his service, and render them desirous of returning home.

The pirates finding force of no avail in compelling us to join them, began to use persuasion instead of it. They tried to flatter me into compliance, by setting before me the share I should have in their spoils, and the riches which I should become master of; and all the time eagerly importuned me to drink along with them. But I still continued to resist their proposals, whereupon Low, with equal fury as before, threatened to shoot me through the head; and though I ear-

nestly entreated my release, he and his people wrote my name, and that of my companions, in their books.

On the 19th of June, the pirates changed the privateer, as they called their vessel, and went into a new schooner belonging to Marblehead, which they had captured. They then put all the prisoners, whom they designed sending home, on board of the brigantine, and sent her to Boston, which induced me to make another unsuccessful attempt for liberty; but though I fell on my knees to Low, he refused to let me go: thus I saw the brigantine depart, with the whole captives, excepting myself and seven more.

Very short time before she departed, I had nearly effected my escape; for a dog belonging to Low being accidentally left on shore, he ordered some hands into a boat to bring it off. Thereupon two young men, captives, both belonging to Marblehead, readily leapt into the boat, and I considering, that if I could once get on shore, means might be found of effecting my escape, endeavored to go along with them But the quarter-master, called Russell, catching hold of my shoulder, drew me back. As the young men did not return, he thought I was privy to their plot, and, with the most outrageous oaths, snapped his pistol, on my denying all knowledge of it. The pistol missing fire, however, only served to enrage him the more: he snapped it three times again, and as often it missed fire; on which he held it overboard, and then it went off. Russel on this drew his cutlass, and was about to attack me in the utmost fury, when I leapt down into the hold and saved myself.

Off St. Michael's the pirates took a large Portuguese pink, laden with wheat, coming out of the road; and being a good sailor, and carrying 14 guns, transferred their company into her. It afterwards became necessary to careen her, whence they made three islands, called Triangles, lying about 40 leagues to the eastward of Surinam.

In heaving down the pink, Low had ordered so many men to the shrouds and yards, that the ports, by her heeling, got under water, and the sea rushing in, she overset: he and the doctor were then in the cabin, and as soon as he observed the water gushing in, he leaped out of the stern port, while the doctor attempted to follow him. But the violence of the sea repulsed the latter, and he was forced back into the cabin. Low, however, contrived to thrust his arm into the port, and dragging him out, saved his life. Meanwhile, the vessel com-

pletely overset. Her keel turned out of the water; but as the hull filled, she sunk, in the depth of about six fathoms.

The yard-arms striking the ground, forced the masts somewhat above the water; as the ship overset, the people got from the shrouds and yards, upon the hull, and as the hull went down, they again resorted to the rigging, rising a little out of the sea.

Being an indifferent swimmer, I was reduced to great extremity; for, along with other light lads, I had been sent up to the main-top-gallant yard; and the people of a boat, who were now occupied in preserving the men refusing to take me in, I was compelled to attempt reaching the buoy. This I luckily accomplished, and as it was large secured myself there until the boat approached. I once more requested the people to take me in, but they still refused, as the boat was full. I was uncertain whether they designed leaving me to perish in this situation: however, the boat being deeply laden, made way very slowly, and one of my comrades, captured at the same time with myself, calling to me to forsake the buoy and swim towards her, I assented, and reaching the boat, he drew me on board. Two men, John Bell, and Zana Gourdon, were lost in the pink.

Though the schooner in company was very near at hand, her people were employed mending their sails under an awning, and knew nothing of the accident until the boat full of men, got alongside.

The pirates having thus lost their principal vessel, and the greatest part of their provisions and water, were reduced to great extremities for want of the latter. They were unable to get a supply at the Triangles, nor on account of calms and currents, could they make the island of Tobago. Thus they were forced to stand for Grenada, which they reached, after being on short allowance for sixteen days together

Grenada was a French settlement, and Low, on arriving, after having sent all his men, except a sufficient number to manœuvre the vessel, below, said he was from Barbadoes; that he had lost the water on board, and was obliged to put in here for a supply.

The people entertained no suspicion of his being a pirate, but afterwards supposing him a smuggler, thought it a good opportunity to make a prize of his vessel. Next day, therefore, they equipped a large sloop of 70 tons, and four guns, with about 30 hands, as sufficient for the capture, and came alongside, while Low was quite unsuspicious of their design.

But this being evidently betrayed by their number and actions, he quickly called 90 men on deck, and, having 8 guns mounted, the French sloop became an easy prey.

Provided with these two vessels, the pirates cruised about in the West Indies, taking seven or eight prizes, and at length arrived at the island of Santa Cruz, where they captured two more. While lying there, Low thought he stood in need of a medicine chest, and, in order to procure one, sent four Frenchmen, in a vessel he had taken, to St. Thomas's, about twelve leagues distant, with money to purchase it; promising them liberty, and the return of all their vessels, for the service. But he declared at the same time, if it proved otherwise, he would kill the rest of the men, and burn the vessels. In little more than twenty-four hours, the Frenchmen returned with the object of their mission, and Low punctually performed his promise by restoring the vessels.

Having sailed for the Spanish American settlements, the pirates descried two large ships, about half way between Carthagena and Portobello, which proved to be the Mermaid, an English man-of-war, and a Guineaman. They approached in chase until discovering the man-of-war's great range of teeth, when they immediately put about, and made the best of their way off. The man-of-war then commenced the pursuit, and gained upon them apace, and I confess that my terrors were now equal to any that I had previously suffered; for I concluded that we should certainly be taken, and that I should no less certainly be hanged for company's sake: so true are the words of Solomon, "A companion of fools shall be destroyed." But the two pirate vessels finding themselves outsailed, separated, and Farrington Spriggs, who commanded the schooner in which I was, stood in for the shore. The Mermaid observing the sloop with Low himself to be the larger of the two, crowded all sail, and continued gaining still more, indeed until her shot flew over; but one of the sloop's crew shewed Low a shoal, which he could pass, and in the pursuit the man-of-war grounded. Thus the pirates escaped hanging on this occasion.

Spriggs and one of his chosen companions dreading the consequences of being captured and brought to justice, laid their pistols beside them in the interval, and pledging a mutual oath in a bumper of liquor, swore, if they saw no possibility of escape, to set foot to foot, and blow out each other's brains. But standing towards the shore, they made Pickeroon Bay, and escaped the danger.

Next we repaired to a small island called Utilla, about seven or eight leagues to leeward of the island of Roatan, in the Bay of Honduras, where the bottom of the schooner was cleaned. There were now twenty-two persons on board, and eight of us engaged in a plot to overpower our masters, and make our escape. Spriggs proposed sailing for New England, in quest of provisions, and to increase his company; and we intended on approaching the coast, when the rest had indulged freely in liquor, and fallen sound asleep, to secure them under the hatches, and then deliver ourselves up to government.

Although our plot was carried on with all possible privacy, Spriggs had somehow or other got intelligence of it; and having fallen in with Low on the voyage, went on board his ship to make a furious declaration against us. But Low made little account of his information, otherwise it might have been fatal to most of our number. Spriggs, however, returned raging to the schooner, exclaiming, that four of us should go forward to be shot, and to me in particular he said, "You dog Ashton, you deserve to be hanged up at the yard-arm for designing to cut us off.' I replied, "that I had no intention of injuring any man on board; but I should be glad if they would allow me to go away quietly." At length this flame was quenched, and, through the goodness of God, I escaped destruction.

Roatan harbour, as all about the Bay of Honduras, is full of small islands, which pass under the general name of Keys; and having got in here, Low, with some of his chief men, landed on a small island, which they called Port Royal Key. There they erected huts, and continued carousing, drinking, and firing, while the different vessels, of which they now had possession, were repairing.

On Saturday the 9th of March 1723, the cooper, with six hands, in the long-boat, was going ashore for water; and coming alongside of the schooner, I requested to be of the party. Seeing him hesitate, I urged that I had never hitherto been ashore, and thought it hard to be so closely confined, when every one besides had the liberty of landing as there was occasion. Low had before told me, on requesting to be sent away in some of the captured vessels which he dismissed, that I should go home when he did, and swore that I should never previously set my foot on land. But now I considered, if I could possibly once get on terra firma, though in ever such bad circumstances, I should account it a happy deliverance, and resolved never to embark again.

The cooper at length took me into the long-boat, while Low, and his chief people, were on a different island from Roatan, where the watering place lay; my only clothing was an Osnaburgh frock and trowsers, a milled cap, but neither shirt, shoes, stockings, nor any thing else.

When we first landed, I was very active in assisting to get the casks out of the boat, and in rolling them to the watering-place. Then taking a hearty draught of water, I strolled along the beach, picking up stones and shells; but on reaching the distance of a musket-shot from the party, I began to withdraw towards the skirts of the woods. In answer to a question by the cooper of whither I was going? I replied, "for cocoa nuts, as some cocoa trees were just before me;" and as soon as I was out of sight of my companions, I took to my heels, running as fast as the thickness of the bushes and my naked feet would admit. Notwithstanding I had got a considerable way into the woods, I was still so near as to hear the voices of the party if they spoke loud, and I lay close in a thicket where I knew they could not find me.

After my comrades had filled their casks, and were about to depart, the cooper called on me to accompany them; however, I lay snug in the thicket, and gave him no answer, though his words were plain enough. At length, after hallooing loudly, I could hear them say to one another, "The dog is lost in the woods, and cannot find the way out again;" then they hallooed once more, and cried "he has run away and wont come to us;" and the cooper observed, that, had he known my intention, he would not have brought me ashore. Satisfied of their inability to find me among the trees and bushes, the cooper at last, to show his kindness, exclaimed, "If you do not come away presently, I shall go off and leave you alone." Nothing, however, could induce me to discover myself; and my comrades seeing it vain to wait any longer, put off without me.

Thus I was left on a desolate island, destitute of all help, and remote from the track of navigators; but compared with the state and society I had quitted, I considered the wilderness hospitable, and the solitude interesting.

When I thought the whole were gone, I emerged from my thicket, and came down to a small run of water, about a mile from the place where our casks were filled, and there sat down to observe the proceedings of the pirates. To my great joy, in five days their vessels sailed, and I saw the schooner part from them to shape a different course.

I then began to reflect on myself and my present condition I was on an island which I had no means of leaving; I knew of no human being within many miles; my clothing was scanty, and it was impossible to procure a supply. I was altogether destitute of provision, nor could tell how my life was to be supported. This melancholy prospect drew a copious flood of tears from my eyes; but as it had pleased God to grant my wishes in being liberated from those whose occupation was devising mischief against their neighbors, I resolved to account every hardship light. Yet Low would never suffer his men to work on the Sabbath, which was more devoted to play; and I have even seen some of them sit down to read in a good book.

In order to ascertain how I was to live in time to come, I began to range over the island, which proved ten or eleven leagues long, and lay in about 16 deg north latitude. But I soon found that my only companions would be the beasts of the earth, and fowls of the air; for there were no indications of any habitations on the island, though every now and then I found some shreds of earthen ware scattered in a lime walk, said by some to be the remains of Indians formerly dwelling here.

The island was well watered, full of high hills and deep vallies. Numerous fruit trees, such as figs, vines, and cocoanuts are found in the latter; and I found a kind larger than an orange, oval-shaped, of a brownish color without, and red within. Though many of these had fallen under the trees, I could not venture to take them, until I saw the wild hogs feeding with safety, and then I found them very delicious fruit.

Stores of provisions abounded here, though I could avail myself of nothing but the fruit; for I had no knife or iron implement, either to cut up a tortoise on turning it, or weapons wherewith to kill animals; nor had I any means of making a fire to cook my capture, even if I were successful.

Sometimes I entertained thoughts of digging pits, and covering them over with small branches of trees, for the purpose of taking hogs or deer; but I wanted a shovel and every substitute for the purpose, and I was soon convinced that my hands were in sufficient to make a cavity deep enough to retain what should fall into it. Thus I was forced to rest satisfied with fruit, which was to be esteemed very good provision for any one in my condition.

In process of time, while poking among the sand with a stick, in quest of tortoise eggs, which I had heard were laid in the

sand, part of one came up adhering to it; and, on removing the sand, I found nearly an hundred and fifty, which had not lain long enough to spoil. Therefore, taking some, I ate them, and strung others on a strip of palmeto, which being hung up in the sun, became thick and somewhat hard; so that they were more palatable. After all, they were not very savoury food, though one, who had nothing but what fell from the trees, behoved to be content. Tortoises lay their eggs in the sand, in holes about a foot or a foot and a half deep, and smooth the surface over them, so that there is no discovering where they lie. According to the best of my observation, the young are hatched in eighteen or twenty days, and then immediately take to the water.

Many serpents are on this and the adjacent islands; one, about twelve or fourteen feet long, is as large as a man's waist, but not poisonous. When lying at length, they look like old trunks of trees, covered with short moss, though they usually assume a circular position. The first time I saw one of these serpents, I had approached very near before discovering it to be a living creature; it opened its mouth wide enough to have received a hat, and breathed on me. A small black fly creates such annoyance, that even if a person possessed ever so many comforts, his life would be oppressive to him, unless for the possibility of retiring to some small quay, destitute of wood and bushes, where multitudes are dispersed by the wind.

To this place then was I confined during nine months, without seeing a human being. One day after another was lingered out, I know not how, void of occupation or amusement, except collecting food, rambling from hill to hill, and from island to island, and gazing on sky and water. Although my mind was occupied by many regrets, I had the reflection that I was lawfully employed when taken, so that I had no hand in bringing misery on myself: I was also comforted to think that I had the approbation and consent of my parents in going to sea, and trusted that it would please God, in his own time and manner, to provide for my return to my father's house. Therefore, I resolved to submit patiently to my misfortune.

It was my daily practice to ramble from one part of the island to another, though I had a more special home near the water-side. Here I built a hut to defend me against the heat of the sun by day, and the heavy dews by night. Taking some of the best branches which I could find fallen from the trees, I contrived to fix them against a low hanging bough, by

fastening them together with split palmeto leaves; next I covered the whole with some of the largest and most suitable leaves that I could get. Many of these huts were constructed by me, generally near the beach, with the open part, fronting the sea, to have the better look out, and the advantage of the sea-breeze, which both the heat and the vermin required.

But the insects were so troublesome, that I thought of endeavoring to get over to some of the adjacent keys, in hopes of enjoying rest. However, I was, as already said, a very indifferent swimmer; I had no canoe, nor any means of making one. At length, having got a piece of bamboo, which is hollow like a reed, and light as cork, I ventured, after frequent trials with it under my breast and arms, to put off for a small key about a gun-shot distant, which I reached in safety.

My new place of refuge was only about three or four hundred feet in circuit, lying very low, and clear of woods and brush; from exposure to the wind, it was quite free of vermin, and I seemed to have got into a new world, where I lived infinitely more at ease. Hither I retired, therefore, when the heat of the day rendered the insect tribe most obnoxious; yet I was obliged to be much on Roatan, to procure food and water, and at night on account of my hut.

When swimming back and forward between the two islands, I used to bind my frock and trowsers about my head, and, if I could have carried over wood and leaves, whereof to make a hut, with equal facility, I should have passed more of my time on the smaller one.

Yet these excursions were not unattended with danger. Once, I remember, when, passing from the larger island, the bamboo, before I was aware, slipped from under me; and the tide, or current, set down so strong, that it was with great difficulty I could reach the shore. At another time, when swimming over to the small island, a shovel-nosed shark, which, as well as alligators, abound in those seas, struck me in the thigh, just as my foot could reach the bottom, and grounded itself, from the shallowness of the water, as I suppose, so that its mouth could not get round towards me. The blow I felt some hours after making the shore. By repeated practice, I at length became a pretty dexterous swimmer, and amused myself by passing from one island to another, among the keys.

I suffered very much from being barefoot; so many deep

wounds were made in my feet from traversing the woods, where the ground was covered with sticks and stones, and on the hot beach, over sharp broken shells, that I was scarce able to walk at all. Often, when treading with all possible caution, a stone or shell on the beach, or a pointed stick in the woods, would penetrate the old wound, and the extreme anguish would strike me down as suddenly as if I had been shot. Then I would remain, for hours together, with tears gushing from my eyes, from the acuteness of the pain. I could travel no more than absolute necessity compelled me, in quest of subsistence; and I have sat, my back leaning against a tree, looking out for a vessel during a complete day.

Once, while faint from such injuries, as well as smarting under the pain of them, a wild boar rushed towards me. I knew not what to do, for I had not strength to resist his attack; therefore, as he drew nearer, I caught the bough of a tree, and suspended myself by means of it. The boar tore away part of my ragged trowsers with his tusks, and then left me. This, I think, was the only time that I was attacked by any wild beast, and I considered myself to have had a very great deliverance.

As my weakness continued to increase, I often fell to the ground insensible, and then, as also when I laid myself to sleep, I thought I should never awake again, or rise in life Under this affliction I first lost count of the days of the week; I could not distinguish Sunday, and, as my illness became more aggravated, I became ignorant of the month also.

All this time I had no healing balsam for my feet, nor any cordial to revive my drooping spirits. My utmost efforts could only now and then procure some figs and grapes. Neither had I fire; for, though I had heard of a way to procure it by rubbing two sticks together, my attempts in this respect, continued until I was tired, proved abortive. The rains having come on, attended with chill winds, I suffered exceedingly.

While passing nine months in this lonely, melancholy, and irksome condition, my thoughts would sometimes wander to my parents; and I reflected, that, notwithstanding it would be consolatory to myself if they knew where I was, it might be distressing to them. The nearer my prospect of death, which I often expected, the greater my penitence became.

Sometime in November 1723, I descried a small canoe approaching with a single man; but the sight excited little emotion. I kept my seat on the beach, thinking I could not expect a friend, and knowing that I had no enemy to fear, nor

was I capable of resisting one. As the man approached, he betrayed many signs of surprise; he called me to him, and I told him he might safely venture ashore, for I was alone, and almost expiring. Coming close up, he knew not what to make of me; my garb and countenance seemed so singular, that he looked wild with astonishment. He started back a little, and surveyed me more thoroughly; but, recovering himself again, came forward, and, taking me by the hand, expressed his satisfaction at seeing me.

This stranger proved to be a native of North Britain; he was well advanced in years, of a grave and venerable aspect, and of a reserved temper. His name I never knew, he did not disclose it, and I had not inquired during the period of our acquaintance. But he informed me he had lived twenty-two years with the Spaniards who now threatened to burn him, though I know not for what crime; therefore he had fled hither as a sanctuary, bringing his dog, gun, and ammunition, as also a small quantity of pork, along with him. He designed spending the remainder of his days on the island, where he could support himself by hunting.

I experienced much kindness from the stranger; he was always ready to perform any civil offices, and assist me in whatever he could, though he spoke little: and he gave me a share of his pork.

On the third day after his arrival, he said he would make an excursion in his canoe among the neighboring islands, for the purpose of killing wild-hogs and deer, and wished me to accompany him. Though my spirits were somewhat recruited by his society, the benefit of the fire, which I now enjoyed, and dressed provisions, my weakness and the soreness of my feet, precluded me; therefore he set out alone, saying he would return in a few hours. The sky was serene, and there was no prospect of any danger during a short excursion, seeing he had come nearly twelve leagues in safety in his canoe. But, when he had been absent about an hour, a violent gust of wind and rain arose, in which he probably perished, as I never heard of him more.

Thus, after having the pleasure of a companion almost three days, I was as unexpectedly reduced to my former lonely state, as I had been relieved from it. Yet through the goodness of God, I was myself preserved from having been unable to accompany him; and I was left in better circumstances than those in which he had found me, for now I had about five pounds of pork, a knife, a bottle of gunpowder, to-

bacco, tongs and flint, by which means my life could be rendered more comfortable. I was enabled to have fire, extremely requisite at this time, being the rainy months of winter. I could cut up a tortoise, and have a delicate broiled meal.—Thus, by the help of the fire, and dressed provisions, through the blessings of God, I began to recover strength, though the soreness of my feet remained. But I had, besides, the advantage of being able now and then to catch a dish of cray-fish, which, when roasted, proved good eating. To accomplish this I made up a small bundle of old broken sticks, nearly resembling pitch-pine, or candle-wood, and having lighted one end, waded with it in my hand, up to the waist in water. The cray-fish, attracted by the light, would crawl to my feet, and lie directly under it, when, by means of a forked stick, I could toss them ashore.

Between two and three months after the time of losing my companion, I found a small canoe, while ranging along the shore. The sight of it revived my regret for his loss, for I judged that it had been his canoe; and, from being washed up here, a certain proof of his having been lost in the tempest. But, on examining it more closely, I satisfied myself that it was one which I had never seen before.

Master of this little vessel, I began to think myself admiral of the neighboring seas, as well as sole possessor and chief commander of the islands. Profiting by its use, I could transport myself to the places of retreat more conveniently than by my former expedient of swimming.

In process of time, I projected an excursion to some of the larger and more distant islands, partly to learn how they were stored or inhabited, and partly for the sake of amusement.—Laying in a small stock of figs and grapes, therefore, as also some tortoise to eat, and carrying my implements for fire, I put off to steer for the island of Bornacco, which is about four or five leagues long, and situated five or six from Roatan.

In the course of the voyage, observing a sloop at the east end of the island, I made the best of my way to the west, designing to travel down by land, both because a point of rocks ran far into the sea, beyond which I did not care to venture in the canoe, as was necessary to come a-head of the sloop, and because I wished to ascertain something concerning her people before I was discovered. Even in my worst circumstances, I never could brook the thoughts of returning on board of any piratical vessel, and resolved rather to live and

die in my present situation. Hauling up the canoe, and making it fast as well as I was able, I set out on the journey. My feet were yet in such a state, that two days, and the best part of two nights were occupied in it. Sometimes the woods and bushes were so thick that it was necessary to crawl half a mile together on my hands and knees, which rendered my progress very slow.

When within a mile or two of the place where I supposed the sloop might be, I made for the water side, and approached the sea gradually, that I might not too soon disclose myself to view; however, on reaching the beach, there was no appearance of the sloop, whence I judged that she had sailed during the time spent by me in travelling.

Being much fatigued with the journey, I rested myself against the stump of a tree, with my face towards the sea, where sleep overpowered me. But I had not slumbered long before I was suddenly awakened by the noise of firing.—Starting up in affright, I saw nine periaguas, or large canoes, full of men, firing upon me from the sea; whence I soon turned about and ran among the bushes as fast as my sore feet would allow, while the men, who were Spaniards, cried after me, "O Englishman, we will give you good quarter." However, my astonishment was so great, and I was so suddenly roused from my sleep, that I had no self-command to listen to their offers of quarter, which, it may be, at another time, in my cooler moments, I might have done. Thus I made into the woods, and the strangers continued firing after me, to the number of 150 bullets at least, many of which cut small twigs off the bushes close by my side. Having gained an extensive thicket beyond reach of the shot, I lay close several hours, until observing, by the sound of their oars, that the Spaniards were departing, I crept out. I saw the sloop under English colors sailing away with the canoes in tow, which induced me to suppose she was an English vessel which had been at the Bay of Honduras, and taken there by the Spaniards.

Next day I returned to the tree, where I had been so nearly surprised, and was astonished to find six or seven shot in the trunk, within a foot or less of my head. Yet through the wonderful goodness of God, though having been as a mark to shoot at, I was preserved.

After this I travelled to recover my canoe at the western end of the island, which I reached in three days, but suffering severely from the soreness of my feet, and the scantiness

of provisions. This island is not so plentifully stored as Roatan, so that during the five or six days of my residence, I had difficulty in procuring subsistence; and the insects were, besides, infinitely more numerous and harassing than at my old habitation. These circumstances deterred me from further exploring the island; and having reached the canoe very tired and exhausted, I put off for Roatan, which was a royal palace to me, compared with Bonacco, and arrived at night in safety.

Here I lived, if it may be called living, alone for about seven months, after losing my North British companion.—My time was spent in the usual manner, hunting for food, and ranging among the islands.

Some time in June 1724, while on the small quay, whither I often retreated to be free from the annoyance of insects, I saw two canoes making for the harbor. Approaching nearer, they observed the smoke of a fire which I had kindled, and at a loss to know what it meant, they hesitated on advancing.—What I had experienced at Bonacco, was still fresh in my own memory, and loth to run the risk of such another firing, I withdrew to my canoe, lying behind the quay, not above 100 yards distant, and immediately rowed over to Roatan. There I had places of safety against an enemy, and sufficient accommodation for any ordinary number of friends.

The people in the canoes observed me cross the sea to Roatan, the passage not exceeding a gun-shot over; and being as much afraid of pirates as I was of Spaniards, approached very cautiously towards the shore. I then came down to the beach, shewing myself openly; for their conduct led me to think that they could not be pirates, and I resolved before being exposed to the danger of their shot, to inquire who they were. If they proved such as I did not like, I could easily retire. But before I spoke, they, as full of apprehension as I could be, lay on their oars, and demanded who I was, and from whence I came? to which I replied, "that I was an Englishman, and had run away from pirates." On this they drew somewhat nearer, inquiring who was there besides myself? when I assured them, in return, that I was alone. Next, according to my original purpose, having put similar questions to them, they said they had come from the Bay of Honduras; their words encouraged me to bid them row ashore, which they accordingly did, though at some distance, and one man landed, whom I advanced to meet. But he started back at the sight of a poor ragged, wild, forlorn, miserable object so

near him. Collecting himself, however, he took me by the hand, and we began embracing each other, he from surprise and wonder, and I from a sort of ecstacy of joy. When this was over, he took me in his arms, and carried me down to the canoes, when all his comrades were struck with astonishment at my appearance; but they gladly received me, and I experienced great tenderness from them.

I gave the strangers a brief account of my escape from Low, and my lonely residence for sixteen months, all excepting three days, the hardships I had suffered, and the dangers to which I had been exposed. They stood amazed at the recital; they wondered I was alive, and expressed much satisfaction at being able to relieve me. Observing me very weak and depressed, they gave me about a spoonful of rum to recruit my fainting spirits; but even this small quantity, from my long disuse of strong liquors, threw me into violent agitation, and produced a kind of stupor, which at last ended in privation of sense. Some of the party perceiving a state of insensibility come on, would have administered more rum, which those better skilled among them prevented; and after lying a short time in a fit, I revived.

Then I ascertained, that the strangers were eighteen in number, the chief of them named John Hope, an old man, called Father Hope, by his companions, and John Ford, and all belonging to the Bay of Hondurus. The cause of their coming hither, was an alarm for an attack from the sea, by the Spaniards, while the Indians should make a descent by land, and cut off the Bay; thus they had fled for safety. On a former occasion, the two persons above named, had for the like reason, taken shelter among these islands, and lived four years at a time on a small one, named Barbarat, about two leagues from Roatan. There they had two plantations, as they called them; and now they brought two barrels of flour, with other provisions, fire-arms, dogs for hunting and nets for tortoises; and also an Indian woman to dress their provisions. Their principal residence was a small key, about a quarter of a mile round, lying near to Barbarat, and named by them the Castle of Comfort, chiefly because it was low and clear of woods and bushes, so that the free circulation of wind could drive away the pestiferous musquitoes and other insects. From hence they sent to the surrounding islands for wood, water and materials to build two houses, such as they were, for shelter.

I now had the prospect of a much more agreeable life than

what I had spent during the sixteen months past; for, besides having company, the strangers treated me with a great deal of civility in their way; they clothed me, and gave me a large wrapping gown as a defence against the nightly dews, until their houses were erected; and there was plenty of provisions. Yet after all, they were bad society; and as to their common conversation, there was but little difference between them and pirates. However, it did not appear that they were now engaged in any such evil design as rendered it unlawful to join them, or be found in their company.

In process of time, and with the assistance afforded by my companions, I gathered so much strength as sometimes to be able to hunt along with them. The islands abounded with wild hogs, deer and tortoise; and different ones were visited in quest of game. This was brought home, where, instead of being immediately consumed, it was hung up to dry in smoke, so as to be a ready supply at all times.

I now considered myself beyond the reach of danger from an enemy, for, independent of supposing that nothing could bring any one here, I was surrounded by a number of men with arms constantly in their hands. Yet, at the very time that I thought myself most secure, I was very nearly again falling into the hands of pirates.

Six or seven months after the strangers joined me, three of them, along with myself, took a four oared canoe, for the purpose of hunting and killing tortoise on Bonacco. During our absence the rest repaired their canoes, and prepared to go over to the Bay of Honduras, to examine how matters stood there, and bring off their remaining effects, in case it were dangerous to return. But before they had departed, we were on our voyage homewards, having a full load of pork and tortoise, as our object was successfully accomplished. While entering the mouth of the harbor, in a moonlight evening, we saw a great flash, and heard a report much louder than that of a musket, proceed from a large periagua, which we observed near the Castle of Comfort. This put us in extreme consternation, and we knew not what to consider; but in a minute we heard a volley from eighteen or twenty small arms, discharged towards the shore, and also some returned from it.—Satisfied that an enemy, either Spaniards or pirates, was attacking our people, and being intercepted from them by periaguas lying between us and the shore, we thought the safest plan was trying to escape. Therefore, taking down our little mast and sail, that they might not betray us, we rowed out of

the harbor as fast as possible, towards an island about a mile and a half distant, to retreat undiscovered. But the enemy either having seen us before lowering our sail, or heard the noise of the oars, followed with all speed, in an eight or ten oared periagua. Observing her approach, and fast gaining on us, we rowed with all our might to make the nearest shore. However, she was at length enabled to discharge a swivel, the shot from which passed over our canoe. Nevertheless, we contrived to reach the shore before being completely within the range of small arms, which our pursuers discharged on us while landing.

They were now near enough to cry aloud that they were pirates, and not Spaniards, and that we need not dread them, as we should get good quarter; thence supposing that we should be the easier induced to surrender. Yet nothing could have been said to discourage me more from putting myself in their power; I had the utmost dread of a pirate, and my original aversion was now enhanced, by the apprehension of being sacrificed for my former desertion. Thus, concluding to keep as clear of them as I could, and the Hondurus Bay men having no great inclination to do otherwise, we made the best of our way to the woods. Our pursuers carried off the canoe, with all its contents, resolving, if we would not go to them, to deprive us, as far as possible, of all means of subsistence where we were. But it gave me, who had known both want and solitude, little concern, now that I had company, and there were arms among us to procure provision, and also fire wherewith to dress it.

Our assailants were some men belonging to Spriggs, my former commander, who had thrown off his allegiance to Low, and set up for himself at the head of a gang of pirates, with a good ship of twenty-four guns, and a sloop of twelve, both presently lying in Roatan harbor. He had put in for fresh water, and to refit, at the place where I first escaped; and, having discovered my companions at the small island of their retreat, sent a periagua full of men to take them. Accordingly they carried all ashore, as also a child and an Indian woman; the last of whom they shamefully abused. They killed a man after landing, and throwing him into one of the canoes containing tar, set it on fire, and burnt his body in it.—Then they carried the people on board of their vessels, where they were barbarously treated. One of them turned pirate, however, and told the others that John Hope had hid many things in the woods; therefore, they beat him unmercifully to

make him disclose his treasure, which they carried off with them.

After the pirates had kept these people five days on board of their vessels, they gave them a flat of five or six tons to carry them to the Bay of Hondurus, but no kind of provision for the voyage; and further, before dismissal, compelled them to swear that they would not come near me and my party, who had escaped to another island.

While the vessels rode in the harbor, we kept a good look out, but were exposed to some difficulties, from not daring to kindle a fire to dress our victuals, lest our residence should be betrayed. Thus we lived for five days on raw provisions.—As soon as they sailed, however, Hope, little regarding the oath extorted from him, came and informed us of what had passed; and I could not, for my own part, be sufficiently grateful to Providence for escaping the hands of the pirates, who would have put me to a cruel death.

Hope and all his people, except John Symonds, now resolved to make their way to the Bay. Symonds, who had a negro, wished to remain some time for the purpose of trading with the Jamaica-men on the main But thinking my best chance of getting to New England was from the Bay of Hondurus, I requested Hope to take me with him. The old man, though he would gladly have done so, advanced many objections, such as the insufficiency of the flat to carry so many men seventy leagues; that they had no provision for the passage, which might be tedious, and the flat was, besides ill calculated to stand the sea; as also, that it was uncertain how matters might turn out at the Bay; thus he thought it better for me to remain; yet rather than I should be in solitude, he would take me in.

Symonds, on the other hand, urged me to stay and bear him company, and gave several reasons why I should more likely obtain a passage from the Jamaica-men to New England, than by the Bay of Hondurus. As this seemed a fairer prospect of reaching my home, which I was extremely anxious to do, I assented; and, having thanked Hope and his companions for their civilities, I took leave of them, and they departed.

Symonds was provided with a canoe, fire-arms and two dogs, in addition to his negro, by which means he felt confident of being able to provide all that was necessary for our subsistance. We spent two or three months after the usual manner, ranging from island to island, but the prevalence of

the winter rains precluded us from obtaining more game than we required.

When the season for the Jamaica traders approached, Symonds proposed repairing to some other island to obtain a quantity of tortoise-shell which he could exchange for clothes and shoes; and, being successful in this respect, we next proceeded to Bonacco, which lies nearer the main, that we might thence take a favorable opportunity to run over.

Having been a short time at Bonacco, a furious tempest arose, and continued for three days, when we saw several vessels standing in for the harbor. The largest of them anchored at a great distance, but a brigantine came over the shoals opposite to the watering place, and sent her boat ashore with casks. Recognizing three people who were in the boat, by their dress and appearance, for Englishmen, I concluded they were friends, and shewed myself openly on the beach before them. They ceased rowing immediately on observing me, and, after answering their inquiries of who I was, I put the same questions, saying they might come ashore with safety They did so, and a happy meeting it was for me.

I now found that the vessels were a fleet under convoy of the Diamond man-of-war, bound for Jamaica; but many ships had parted company in the storm. The Diamond had sent in the brigantine to get water here, as the sickness of her crew had occasioned a great consumption of that necessary article.

Symonds, who had kept at a distance, lest the three men might hesitate to come ashore, at length approached to participate in my joy, though at the same time, testifying considerable reluctance at the prospect of my leaving him. The brigantine was commanded by Captain Dove, with whom I was acquainted, and she belonged to Salem, within three miles of my father's house. Captain Dove not only treated me with great civility, and engaged to give me a passage home, but took me into pay, having lost a seaman, whose place he wanted me to supply. Next day, the Diamond having sent her long-boat with casks for water, they were filled; and after taking leave of Symonds, who shed tears at parting, I was carried on board of the brigantine.

We sailed along with the Diamond, which was bound for Jamaica, on the latter end of March 1725, and kept company until the first of April. By the providence of Heaven we passed safely through the Gulf of Florida, and reached Salem Harbor on the first of May, two years, ten months and fifteen

days after I was first taken by pirates; and two years, and two months, after making my escape from them on Roatan island. That same evening I went to my father's house, where I was received as one risen from the dead.

EXPLOSION OF HIS B. MAJESTY'S SHIP AMPHION.

The Amphion frigate, Captain Israel Pellow, after having cruised some time in the North Seas, had at length received an order to join the squadron of frigates commanded by Sir Edward Pellow. She was on her passage, when a hard gale of wind occasioning some injury to the fore-mast, obliged her to put back into Plymouth, off which place she then was.—She accordingly came into the sound, anchored there on the 19th, and went up into harbor the next morning.

On the 22d, at about half past four P. M. a violent shock, as of an earthquake, was felt at Stone-house, and extended as far off as the Royal hospital and the town of Plymouth.—The sky towards the Dock appeared red, like the effect of a fire; for near a quarter of an hour the cause of this appearance could not be ascertained, though the streets were crowded with people running different ways in the utmost consternation.

When the alarm and confusion had somewhat subsided, it first began to be known that the shock had been occasioned by the explosion of the Amphion. Several bodies and mangled remains were picked up by the boats in Hamoaze; and their alacrity on this occasion was particularly remarked and highly commended. The few who remained alive of the crew were conveyed, in a mangled state, to the Royal Hospital. As the frigate was originally manned from Plymouth, the friends and relations of her unfortunate ship's company,

mostly lived in the neighborhood. It is dreadful to relate what a scene took place—arms, legs and lifeless trunks, mangled and disfigured by gunpowder, were collected and deposited at the hospital, having been brought in sacks to be owned. Bodies still living, some with the loss of limbs, others having expired as they were being conveyed thither; men, women and children, whose sons, husbands and fathers were among the unhappy number, flocking round the gates, intreating admitance. During the first evening nothing was ascertained concerning the cause of this event, though numerous reports were instantly circulated. The few survivors, who, by the following day, had, in some degree regained the use of their senses, could not give the least account. One man who was brought alive to the Royal Hospital, died before night, another before the following morning; the boatswain and one of the sailors appeared likely, with great care, to do well.—Three or four men who were at work in the tops, were blown up with them and falling into the water, were picked up with very little hurt. These, with the two before mentioned, and one of the sailors' wives, were supposed to be the only survivors, besides the captain and two of the lieutenants.

The following particulars were, however, collected from the examination of several persons before Sir Richard King, the port-admiral, and the information procured from those, who saw the explosion from the Dock.

The first person known to have observed any thing was a young midshipman in the Cambridge guard-ship, lying not far distant from the place where the Amphion blew up; who having a great desire to observe every thing relative to a profession into which he had just entered, was looking through a glass at the frigate, as she lay along side of the sheer-hulk, and was taking in her bowsprit. She was lashed to the hulk; and the Yarmouth, an old receiving ship, was lying on the opposite side, quite close to her, and both within a few yards of the Dock-yard jetty. The midshipman said, that the Amphion suddenly appeared to rise altogether upright from the surface of the water, until he nearly saw her keel; the explosion then succeeded; the masts seemed to be forced up into the air, and the hull instantly to sink. All this passed in the space of two minutes.

The man who stood at the Dock-yard stairs, said, that the first he heard of it was a kind of hissing noise, and then followed the explosion, when he beheld the masts blown up into the air. It was very strongly reported that several windows

were broken in the Dock by the explosion, and that in the Dock-yard much mischief was done by the Amphion's guns going off when she blew up; but though the shock was felt as far off as Plymouth, and at Stone-house, enough to shake the windows, yet it is a wonderful and miraculous fact, that surrounded as she was in the harbor, with ships close along side of the jetty, and lashed to another vessel, no damage was done to any thing but herself. It is dreadful to reflect, tha owing to their intention of putting to sea the next day, there were nearly one hundred men, women and children, more than her compliment on board, taking leave of their friends besides the company who were at two dinners given in the ship, one of which was by the captain.

Captain Israel Pellow, and Captain William Swaffield, of his Majesty's ship Overyssel, who was at dinner with him and the first lieutenant, were drinking their wine; when the first explosion threw them off their seats, and struck them against the carlings of the upper deck, so as to stun them. Captain Pellow, however, had sufficient presence of mind to fly to the cabin windows, and seeing the two hawsers, one slack in the bit and the other taut, threw himself with an amazing leap, which he afterwards said, nothing but his sense of danger could have enabled him to take, upon the latter, and by that means saved himself from the general destruction, though his face had been badly cut against the carlings, when he was thrown from his seat. The first lieutenant saved himself in the same manner, by jumping out of the window, and by being also a remarkable good swimmer; but Captain Swaffield, being, as it was supposed, more stunned, did not escape.—His body was found on the twenty-second of October, with his skull fractured, appearing to have been crushed between the sides of two vessels.

The centinel at the cabin door happened to be looking at his watch; how he escaped no one can tell, not even himself. He was, however, brought on shore, and but little hurt; the first thing he felt was, that his watch was dashed out of his hands, after which he was no longer sensible of what happened to him. The boatswain was standing on the cat-head, the bowsprit had been stepped for three hours; the gammoning and every thing on; and he was directing the men in rigging out the jib-boom, when suddenly he felt himself driven upwards and fell into the sea He then perceived that he was entangled in the rigging, and had some trouble to get clear; when being taken up by a boat belonging to one of the men

of war, they found that his arm was broken. One of the surviving seamen declared to an officer of rank, that he was preserved in the following truly astonishing manner:—He was below at the time the Amphion blew up, and went to the bottom of the ship, he recollected that he had a knife in his pocket, and taking it out, cut his way through the companion of the gun-room, which was already shattered with the explosion; then letting himself up to the surface of the water, he swam unhurt to the shore. He shewed his knife to the officer, and declared he had been under water full five minutes.

It was likewise said, that one of the sailors' wives had a young child in her arms; the fright of the shock made her take such fast hold of it, that though the upper part of her body alone remained, the child was found alive locked fast in her arms, and likely to do well.

Mr. Spry, an auctioneer, who had long lived in great respectability at Dock, with his son and god-son, had gone on board to visit a friend, and were all lost.

About half an hour before the frigate blew up, one of her lieutenants, and Lieutenant Campbell of the marines and some of the men got into the boat at the dock-yard stairs, and went off to the ship. Lieutenant Campbell had some business to transact at the Marine barracks in the morning, and continuing there some time, was engaged by the officers to stay to dinner and spend the evening with them. Some persons, however, who had, in the interval, come from the Amphion, informed Lieutenant Campbell that there were some letters on board for him. As they were some which he was extremely anxious to receive, he left the barracks about half an hour before dinner to fetch them, intending to return immediately; but while he was on board the ship blew up.—He was a young man universally respected and lamented by the corps, as well as by all who knew him. One of the lieutenants who lost his life was the only support of an aged mother and sister, who, at his death, had neither friend nor relation left to comfort and protect them. The number of people who were afterwards daily seen at Dock, in deep mourning for their lost relatives, was truly melancholy.

Captain Pellow was taken up by the boats and carried to Commissioner Fanshaw's house in the dock-yard, very weak with the exertions he had made, and so shocked with the distressing cause of them, that he at first appeared scarcely to know where he was, or to be sensible of his situation. In the course of a day or two, when he was a little recovered,

he was removed to the house of a friend, Dr. Hawker of Plymouth.

Sir Richard King had given a public dinner in honor of the coronation. Captain Charles Rowley, of the Unite frigate, calling in the morning, was engaged to stay, and excused himself from dining, as he had previously intended, on board the Amphion.

Captain Darby of the Bellerophon, was also to have dined with Captain Pellow, and had come round in his boat from Cawsand Bay; but having to transact some business concerning the ship with Sir Richard King, it detained him half an hour longer at Stone-house than he expected. He had just gone down to the beach and was stepping into the boat to proceed up to Harmoaze, when he heard the fatal explosion. Captain Swaffield was to have sailed the next day, so that the difference of twenty-four hours would have saved that much lamented and truly valuable officer. His brother Mr. J. Swaffield, of the Pay-Office, being asked to the same dinner, had set off with him from Stone-house, but before he had reached Dock a person came after him upon business, which obliged him to return, and thus saved him from sharing his brother's untimely fate.

Many conjectures were formed concerning the cause of this catastrophe. Some conceived it to be owing to neglect, as the men were employed in drawing the guns, and contrary to rule, had not extinguished all the fires, though the dinners were over This, however, the first lieutentant declared to be impossible, as they could not be drawing the guns, the key of the magazine hanging, to his certain knowledge, in his cabin at the time. Some of the men likewise declared that the guns were drawn in the Sound before they came up Harmoaze. It was also insinuated, that it was done intentionally, as several of the bodies were afterwards found without clothes, as if they had prepared to jump overboard before the ship could have time to blow up. As no mutiny had ever appeared in the ship, it seems unlikely that such a desperate plot should have been formed, without any one who survived having the least knowledge of it. It is, besides, a well known fact, that in almost every case of shipwreck where there is a chance of plunder, there are wretches so destitute of the common feelings of humanity as to hover round the scene of horror, in hopes, by stripping the bodies of the dead, and seizing whatever they can lay their hands on, to benefit themselves.

It was the fore magazine which took fire: had it been the

after one, much more damage must have ensued. The moment the explosion was heard, Sir Richard King arose from dinner, and went in his boat on board the hulk, where the sight he beheld was dreadful; the deck covered with blood, mangled limbs and entrails blackened with gunpowder, the shreds of the Amphion's pendant and rigging hanging about her, and pieces of her shattered timbers strewed all around. Some people at dinner in the Yarmouth, though at a very small distance, declared that the report they heard did not appear to be louder than the firing of a cannon from the Cambridge, which they imagined it to be, and had never risen from dinner, till the confusion upon deck led them to think that some accident had happened.

At low water, the next day, about a foot and a half of one of the masts appeared above water; and for several days the dock-yard men were employed in collecting the shattered masts and yards, and dragging out what they could procure from the wreck. On the twenty-ninth, part of the fore-chains was hauled, shattered and splintered, also the head and cut-water.

On the 3d of October an attempt was made to raise the Amphion, between the two frigates, the Castor and Iphigenia, which were accordingly moored on each side of her; but nothing could be got up, excepting a few pieces of the ship, one or two of her guns, some of the men's chests, chairs, and part of the furniture of the cabin. Some bodies floated out from between decks, and among the rest a midshipman's.—These, and all that could be found, were towed round by boats through Stone-house bridge up to the Royal Hospital stairs, to be interred in the burying ground. The sight for many weeks was truly dreadful, the change of tide, washing out the putrid bodies, which were towed round by the boats when they would scarcely hold together.

Bodies continued to be found so late as the 30th of November, when the Amphion having been dragged round to another part of the dock-yard jetty to be broken up, the body of a woman was washed out from between decks. A sack was also dragged up, containing gunpowder, covered over at the top with biscuit, and this in some measure, confirmed an idea which had before gained ground, that the gunner had been stealing powder to sell, and had concealed what he could get out by degrees in the above manner; and that, thinking himself safe on a day when every one was entertaining his friends he had carelessly been among the gunpowder without taking the necessary precautions. As he was said to have been seen

at Dock very much in liquor in the morning, it seems probable that this might have been the cause of a calamity as sudden as it was dreadful.

LOSS OF H. B. M. SHIP LA TRIBUNE,

OFF HALIFAX, NOVA SCOTIA.

La Tribune was one of the finest frigates in his Majesty's navy, mounted 44 guns, and had recently been taken from the French by Captain Williams in the Unicorn frigate.—She was commanded by Captain S. Barker, and on the 22d of September, 1797, sailed from Torbay as convoy to the Quebec and Newfoundland fleets. In latitude 49 14 and longitude 17 22, she fell in and spoke with his Majesty's ship experiment, from Halifax; and lost sight of all her convoy on the 10th of October, in latitude 74 16 and longitude 32 11.

About eight o'clock in the morning of the following Thursday they came in sight of the harbor of Halifax, and approached it very fast, with an E. S. E. wind, when Captain Barker proposed to the master to lay the ship to, till they could procure a pilot. The master replied that he had beat a 44 gun ship into the harbor, that he had frequently been there, and there was no occasion for a pilot, as the wind was favorable. Confiding in these assurances, Captain Barker went into his cabin, where he was employed in arranging some papers which he intended to take on shore with him. In the mean time the master, placing great dependance on the judgment of a negro, named John Cosey, who had formerly belonged to Halifax, took upon himself the pilotage of the ship.

By twelve o'clock the ship approached so near the Thrum Cap shoals that the master became alarmed, and sent for Mr. Galvin, master's mate, who was sick below. On his coming upon deck, he heard the man in the chains sing out, " by the

mark five!" the black man forward at the same time crying "steady!" Galvin got on one of the carronades to observe the situation of the ship; the master ran in great agitation to the wheel, and took it from the man who was steering, with the intention of wearing the ship; but before this could be effected, or Galvin was able to give an opinion, she struck.—Captain Barker immediately went on deck and reproached the master with having lost the ship. Seeing Galvin likewise on deck, he addressed him and said "that, knowing he had formerly sailed out of the harbor, he was surprised he could stand by and see the master run the ship on shore," to which Galvin replied "that he had not been on deck long enough to give an opinion."

Signals of distress were immediately made, and answered by the military posts and ships in the harbor, from which, as well as the dock-yard, boats immediately put off to the relief of the Tribune. The military boats, and one of those from the dock-yard, with Mr. Rackum, boatswain of the ordinary, reached the ship, but the wind was so much against the others, that, in spite of all their exertions, they were unable to get on board. The ship was immediately lightened by throwing overboard all her guns, excepting one retained for signals, and every other heavy article, so that about half past eight o'clock in the evening the ship began to heave, and at nine got off the shoals. She had lost her rudder about three hours before, and it was now found, on examination, that she had seven feet water in the hold. The chain pumps were immediately manned, and such exertions were made that they seemed to gain on the leaks. By the advice of Mr. Rackum, the captain ordered the best bower anchor to be let go, but this did not bring her up. He then ordered the cable to be cut; and the jib and fore top-mast stay-sail were hoisted to steer by. During this interval a violent gale, which had come on at S. E. kept increasing, and carrying the ship to the western shore. The small bower anchor was soon afterwards let go, at which time they found themselves in thirteen fathom of water, and the mizen-mast was then cut away.

It was now ten o'clock, and as the water gained fast upon them, the crew had but little hope left of saving either the ship or their lives. At this critical period Lieutenant Campbell quitted the ship, and Lieuteuant North was taken into the boat out of one of the ports. From the moment at which the former left the vessel all hopes of safety had vanished; the ship was sinking fast, the storm was increasing with re

doubled violence, and the rocky shore which they were approaching, resounded with the tremendous noise of the rolling billows, presented nothing to those who might survive the loss of the ship but the expectation of a more painful death, by being dashed against precipices, which, even in the calmest day, it is impossible to ascend. Dunlap, one of the survivors, declared, that about half past ten, as nearly as he could conjecture, one of the men who had been below, came to him on the forecastle, and told him it was all over. A few minutes afterwards the ship took a lurch, like a boat nearly filled with water and going down; on which Dunlap immediately began to ascend the fore-shrouds, and at the same moment casting his eyes towards the quarter-deck, he saw Captain Barker standing by the gangway, and looking into the water, and directly afterwards he heard him call for the jolly-boat. He then saw the lieutenant of marines running towards the taffrel, to look, as he supposed, for the jolly-boat, which had been previously let down with men in her; but the ship instantly took a second lurch and sunk to the bottom, after which neither the captain nor any of the other officers were again seen.

The scene, before sufficiently distressing, now became peculiarly awful. More than 240 men, besides several women and children, were floating on the waves, making the last effort to preserve life. Dunlap, who has been already mentioned, gained the fore-top. Mr. Galvin, the master's mate, with incredible difficulty, got into the main-top. He was below when the ship sunk, directing the men at the chain-pump, but was washed up the hatchway, thrown into the waist and from thence into the water, and his feet, as he plunged, struck against a rock On ascending he swam to gain the main-shrouds, when three men suddenly seized hold of him. He now gave himself up for lost; but to disengage himself from them he made a dive into the water, which caused them to quit their grasp. On rising again he swam to the shrouds, and having reached the main-top, seated himself on an arm chest which was lashed to the mast.

From the observations of Galvin in the main-top, and Dunlap in the fore-top, it appears that nearly one hundred persons were hanging a considerable time to the shrouds, the tops and other parts of the wreck. From the length of the night, and the severity of the storm, nature, however, became exhausted, and during the whole night they kept dropping off and disappeared. The cries and groans of the unhappy suf-

ferers, from the bruises many of them had received, and their hopes of deliverance beginning to fail, were continued through the night, but as morning approached, in consequence of the few who then survived, they became extremely feeble.

About twelve o'clock the main-mast gave way; at that time there were on the main-top and shrouds about forty persons. By the fall of the mast the whole of these unhappy wretches were again plunged into the water, and ten only regained the top, which rested on the main-yard, and the whole remained fast to the ship by some of the rigging. Of the ten who thus reached the top, four only were alive when morning appeared. Ten were at that time, alive on the fore-top, but three were so exhausted, and so helpless, that they were washed away before any relief arrived; three others perished, and thus only four were, at last, left alive on the fore-top.

The place where the ship went down was barely three times her length to the southward of the entrance into Herring Cove. The inhabitants came down in the night to the point opposite to which the ship sunk, kept up large fires, and were so near as to converse with the people on the wreck.

The first exertion that was made for their relief was by a boy thirteen years old, from Herring Cove, who ventured off in a small skiff by himself about eleven o'clock the next day. This youth, with great labor and extreme risk to himself, boldly approached the wreck, and backed in his little boat so near to the fore-top as to take off two of the men, for the boat could not with safety hold any more. And here a trait of generous magnanimity was exhibited, which ought not to pass unnoticed. Dunlap and another man, named Monro, had throughout this disastrous night, preserved their strength and spirits in a greater degree than their unfortunate companions, who they endeavored to cheer and encourage when they found their spirits sinking. Upon the arrival of the boat these two might have stepped into it, and thus have terminated their own sufferings; for their two companions, though alive, were unable to stir; they lay exhausted on the top, wishing not to be disturbed, and seemed desirous to perish in that situation. These generous fellows hesitated not a moment to remain themselves on the wreck, and to save their unfortunate companions against their will. They lifted them up, and with the greatest exertion placed them in the boat, the MANLY BOY rowed them triumphantly to the Cove, and immediately had them conveyed to a comfortable habitation. After shaming, by his example, older persons, who had larger boats, he again

put off with his skiff, but with all his efforts he could not then approach the wreck. His example, however, was soon followed by four of the crew who had escaped in the Tribune's jolly-boat, and by some of the boats in the Cove. With their joint exertions, the eight men were preserved, and these with the four who had saved themselves in the jolly-boat, were the whole of the survivors of this fine ship's company.

A circumstance occurred in which that cool thoughtlessness of danger, which so often distinguishes our British tars, was displayed in such a striking manner, that it would be inexcusable to omit it. Daniel Monro, had, as we have already seen, gained the fore-top. He suddenly disappeared, and it was concluded that he had been washed away like many others. After being absent from the top about two hours, he, to the surprise of Dunlap, who was likewise on the fore-top, raised his head through the lubber-hole, Dunlap inquiring where he had been, he told him he had been cruising for a better birth; that after swimming about the wreck for a considerable time, he had returned to the fore-shrouds, and crawling in on the catharpins, had actually been sleeping there more than an hour, and appeared greatly refreshed.

BURNING OF THE PRINCE,

A FRENCH EAST INDIAMAN.

On the 19th of February 1752, a French East Indiaman, called the Prince, sailed from Port L'Orient on a voyage outward bound. But soon afterwards, a sudden shift of wind drove her on a sand bank, where she was exposed to imminent danger, and heeled so much that the mouths of the guns lay in the sea. By lightening the ship, however, accompanied by incessant and laborious exertions, she floated with the rise of the tide, and, being again carried into port, was completely unloaded, and underwent a thorough repair.

The voyage was resumed on the 10th of June, with a favorable wind, and for several weeks, seemed to promise every success that could be desired.

While in south latitude 8 30, and in 5 west longitude from Paris, M. de la Fond, one of the lieutenants of the ship, was, just at the moment of this observation, informed by a seaman, that smoke was issuing from the main hatchway. The first

lieutenant, who had the keys of the hold, immediately ordered every hatchway to be opened to ascertain the truth.

But the fact was too soon verified, and, while the captain hastened on deck from the great cabin, where he sat at dinner, Lieutanant de la Fond ordered some sails to be dipped in the sea, and the hatches to be covered with them in order to prevent the access of air, and thus stifle the fire. He had even intended, as a more effectual measure, to let in the water between decks to the depth of a foot, but clouds of smoke issued from the crevices of the hatchways, and the flames gained more and more by degrees.

Meantime the captain ordered sixty or eighty soldiers under arms, to restrain any disorder and confusion which might probably ensue; and in this he was supported by their commander, M. de la Touche, who exhibited uncommon fortitude on the occasion.

Every one was now employed in procuring water; all the buckets were filled, the pumps plied, and pipes introduced from them to the hold. But the rapid progress of the flames baffled the exertions to subdue them, and augmented the general consternation.

The yawl lying in the way of the people, was hoisted out by order of the captain, and the boatswain, along with three others took possession of it. Wanting oars, they were supplied with some by three men who leaped overboard. Those in the ship, however, desired them to return, but they exclaimed, that they wanted a rudder, and desired a rope to be thrown out. However, the progress of the flames soon shewing them their only alternative for safety, they withdrew from the ship, and she from the effect of a breeze springing up, passed by.

On board the utmost activity still prevailed, and the courage of the people seemed to be augmented by the difficulty of escape. The master boldly went down into the hold, but the intense heat compelled him to return, and, had not a quantity of water been dashed over him, he would have been severely scorched. Immediately subsequent to this period, flames violently burst from the main hatchway.

At that time the captain ordered the boats to be got out, while consternation enfeebled the most intrepid. The long-boat had been secured at a certain height, and she was about to be put over the ship's side, when, unhappily, the fire run up the main-mast, and caught the tackle; the boat fell down

on the guns, bottom upwards, and it was vain to think of getting her righted.

At length it became too evident that the calamity was beyond the reach of human remedy; nothing but the mercy of the Almighty could interpose; consternation was universaliy disseminated among the people; nothing but sighs and groans resounded through the vessel, and the very animals on board, as if sensible of the impending danger, uttered the most dreadful cries. The certainty of perishing in either element was anticipated by every human being here, and each raised his heart and hands towards Heaven.

The chaplain, who was now on the quarter-deck, gave the people general absolution for their sins, and then repaired to the quarter-gallery to extend it yet further, to those miserable wretches, who, in hopes of safety, had already committed themselves to the waves. What a horrible spectacle! Self-preservation was the only object; each was occupied in throwing overboard whatever promised the most slender chance of escape, yards, spars, hen-coops and everything occurring, was seized in despair, and thus employed.

Dreadful confusion prevailed. Some leaped into the sea, anticipating that death which was about to reach them; others, more successful, swam to fragments of the wreck; while the shrouds, yards and ropes, along the side of the vessel, were covered with the crew crowding upon them, and hanging there, as if hesitating which alternative of destruction to choose, equally imminent and equally terrible.

A father was seen to snatch his son from the flames, fold him to his breast, and, then throwing him into the sea, himself followed, where they perished in each other's embrace.

Meantime Lieutenant Fond ordered the helm to be shifted. The ship heeled to larboard, which afforded a temporary preservation, while the fire raged along the starboard from stem to stern.

Lieutenant Fond had, until this moment, been engrossed by nothing but adopting every means to preserve the ship; now, however, the horrors of impending destruction were too conspicuously in view. His fortitude, notwithstanding, through the goodness of Heaven, never forsook him; looking around, he found himself alone on the deck, and he retired to the round-house. There he met M. de la Touch, who regarded the approach of death with the same heroism which, in India, had gained him celebrity. "My brother and friend," he cried,

'Farewell.'- "Whither are you going?" asked Lieutenant Fond. "To comfort my friend, the captain," he replied.

M. Morin, who commanded this unfortunate vessel, stood overwhelmed with grief for the melancholy state of his female relatives, passengers along with him. He had persuaded them to commit themselves to the waves on hen-coops, while some of the seamen, swimming with one hand, endeavored to support them with the other.

The floating masts and yards were covered with men struggling with the watery element, many of whom now perished by balls discharged from the guns as heated by the fire, and thus presenting a third means of destruction, augmenting the horrors environing them. While anguish pierced the heart of M. de la Fond, he withdrew his eyes from the sea; and a moment after, reaching the starboard gallery, he saw the flames bursting with frightful noise through the windows of the round-house and of the great cabin. The fire approached, and was ready to consume him. Considering it vain to attempt the further preservation of the ship, or the lives of his fellow sufferers, he thought it his duty, in this dreadful condition, to save himself yet a few hours, that these might be devoted to Heaven.

Stripping off his clothes, he designed slipping down a yard, one end of which dipped in the water; but it was so covered with miserable beings, shrinking from death, that he tumbled over them and fell into the sea. There a drowning soldier caught hold of him. Lieutenant Fond made every exertion to disengage himself, but in vain; he even allowed himself to sink below the surface, yet he did not quit his grasp. Lieutenant Fond plunged down a second time; still he was firmly held by the man, who then was incapable of considering that his death, instead of being of service, would rather hasten his own. At last, after struggling a considerable time, and swallowing a great quantity of water, the soldier's strength failed; and sensible that M. de la Fond was sinking a third time, he dreaded to be carried down along with him, and loosened his grasp, no sooner was this done, than M. de la Fond to guard against a repetition, dived below the surface, and rose at a distance from the place.

This incident rendered him more cautious for the future; he even avoided the dead bodies, now so numerous, that to make a free passage, he was compelled to shove them aside with one hand, while he kept himself floating with the other; for

he was impressed with the apprehension, that each was a person who would seize him, and involve him in his own destruction. But strength beginning to fail, he was satisfied of the necessity of some respite, when he fell in with part of the ensign-staff. He put his arm through a noose of the rope to secure it, and swam as well as he could; then perceiving a yard at hand, he seized it by one end. However, beholding a young man scarce able to support himself at the other extremity, he quickly abandoned so slight an aid, and one which seemed incapable of contributing to his preservation. Next the spritsail-yard appeared in view, but covered with people, among whom he durst not take a place without requesting permission, which they cheerfully granted Some were quite naked, others in nothing except their shirts; the pity they expressed at the situation of M. de la Fond, and his sense of their misfortunes, exposed his feelings to a severe trial.

Neither Captain Morin, nor M. de la Touche ever quitted the ship, and were most probably overwhelmed in the catastrophe by which she was destroyed. But the most dismal spectacle was exhibited on all sides; the main-mast, consumed below, had been precipitated overboard, killing some in the fall, and affording a temporary reception to others. M. de la Fond now observed it covered with people, driven about by the waves; and at the same time, seeing two seamen buoyed up by a hen-coop and some planks, desired them to swim to him with the latter; they did so, accompanied by more of their comrades, and each taking a plank, which were used for oars, they and he paddled along upon the yard, until gaining those who had secured themselves on the main-mast. So many alternations only presented new spectacles of horror.

The chaplain was at this time on the mast, and from him M. de la Fond received absolution; two young ladies were also there, whose piety and resignation were truly consolatory; they were the only survivors of six, their companions had perished in the flames or in the sea. Eighty persons had found refuge on the main-mast, who, from the repeated discharge of cannon from the ship, according to the progress of the flames, were constantly exposed to destruction. The chaplain, in this awful condition, by his discourse and example, taught the duty of resignation. M. de la Fond observing him lose his hold on the mast, and drop into the sea, lifted him up. "Let me go," said he "I am already half drowned, and it is only protracting my sufferings"—"No, my friend,"

the lieutenant replied, "when my strength is exhausted, not till then, we will perish together;" and in his pious presence he calmly awaited death. After remaining here three hours, he beheld one of the ladies fall from the mast and perish.—She was too remote to receive any assistance from him.

But when least in expectation of it, he saw the yawl close at hand, at five in the afternoon. He cried to the men that he was their lieutenant, and requested to be allowed to participate in their fate. His presence was too necessary for them to refuse his solicitations, they needed a conductor who might guide them to the land; thus they permitted him to come on board, on condition that he should swim to the yawl. This was a reasonable stipulation; it was to avoid approaching the mast, else, the rest actuated by the same desire of self-preservation, would soon have overloaded the little vessel, and all would have been buried in a watery grave. M. de la Fond, therefore, summoning up all his strength and courage, was so happy as to reach the seamen. In a little time afterwards, the pilot and master, whom he had left on the mast, followed his example, and swimming towards the yawl were seen and taken in.

The flames still continued raging in the vessel, and as the yawl was still endangered by being within half a league of her, she stood a little to windward. Not long subsequent to this, the fire reached the magazine; and then to describe the thundering explosion which ensued is impossible. A thick cloud intercepted the light of the sun, and amidst the terrific darkness nothing but pieces of flaming timber, projected aloft into the air, could be seen, threatening to crush to atoms in their fall, numbers of miserable wretches still struggling with the agonies of death. Nor were the party in the yawl beyond the reach of hazard; it was not improbable that some of the fiery fragments might come down upon them, and precipitate their frail support to the bottom. Though the Almighty preserved them from that shocking calamity, they were shocked with the spectacle environing them. The vessel had now disappeared; the sea, to a great distance, was covered with pieces of the wreck, intermingled with the bodies of those unhappy creatures who had perished by their fall. Some were seen who had been choked, others mangled, half consumed and still retaining life enough to be sensible of the accumulated horrors overwhelming them.

The fortitude of M. de la Fond was still preserved, through

the favour of Heaven, and he proposed approaching the wreck, to see whether any provisions or necessary articles might be picked up. He and his companions being totally devoid of every thing, were exposed to the hazard of a death even more painful than that which the others had suffered, in perishing of famine. But finding several barrels, which they hoped might contain something to relieve their necessities, they experienced great mortification, on ascertaining that they were part of the powder that had been thrown overboard during the conflagration of their unfortunate vessel.

As night approached, they providentially discovered a cask of brandy, about fifteen pounds of salt pork, a piece of scarlet cloth, twenty yards of linen, a dozen of pipe staves, and a small quantity of cordage. When it became dark they durst not venture to retain their present station until day-light without being endangered by the wreck, from the fragments of which they had not then been able to disengage themselves. Therefore they rowed as quickly away as possible from among them, and bent all their care to the management of the yawl.

The whole began to labor assiduously, and every article which could be converted to use was employed; the lining of the boat was tore up for the sake of the planks and nails; a seaman luckily had two needles, and the linen afforded whatever thread was necessary; the piece of scarlet cloth was substituted for a sail; an oar was erected for a mast, and a plank served for a rudder. The equipment of the boat was soon completed, notwithstanding the darkness of the night, at least as well as circumstances would allow. Yet a great difficulty remained, for wanting charts and instruments, and being nearly two hundred leagues from land, the party felt at a loss what course to steer. Resigning themselves to the Almighty, they offered up fervent prayers for his direction

At length the sail was hoisted, and a favorable breeze soon wafted M. de la Fond from amidst the bodies of his miserable comrades.

Eight days and nights the adventurers advanced without seeing land; naked and exposed to the scorching heat of the sun by day, and to intense cold by night. But to relieve the thirst which parched them, they availed themselves of a shower of rain, falling on the sixth, and tried to catch a little of it in their mouths and with their hands. They sucked the sail, which was wet with the rain, but from being previously drenched with sea water, it imparted a bitterness to the fresh water

which it received. However, they did not complain, for had the rain been heavier, it might have lulled the wind, in the continuance of which they rested their hopes of safety.

In order to ascertain the proper course, the adventurers paid daily observance to the rising and setting of the sun and moon, and the position of the stars pointed out how they should steer. All their sustenance in the meantime was a small piece of pork once in twenty-four hours, and this they were even obliged to relinquish on the fourth day, from the heat and irritation it occasioned of their bodies. Their beverage was a glass of brandy taken from time to time, but it inflamed their stomachs without assuaging the thirst that consumed them. Abundance of flying fish were seen; the impossibility of catching any of which only augmented the pain already endured, though M. de la Fond and his companions tried to reconcile themselves to the scanty pittance that they possessed. Yet the uncertainty of their destiny, the want of subsistance, and the turbulance of the ocean, all contributed to deprive them of repose, which they so much required, and almost plunged them in despair. Nothing but a feeble ray of hope preserved them under their accumulated sufferings.

The eight night was passed by M. de la Fond at the helm; there he had remained above ten hours, after soliciting relief, and at last sunk down under fatigue. His miserable companions were equally exhausted, and despair began to overwhelm the whole.

At last when the united calamities of hunger, thirst, fatigue and misery, predicted speedy annihilation, the dawn of Wednesday, the 3d of August, shewed this unfortunate crew the distant land. None but those who have experienced the like situation, can form any adequate idea of the change which was produced. Their strength was renovated, and they were aroused to precautions against being drifted away by the current. They reached the coast of Brazil, in latitude 6 south, and entered Tresson Bay.

The first object of M. de la Fond and his companions was to return thanks for the gracious protection of Heaven; they prostrated themselves on the ground, and then in the transport of joy rolled among the sand.

They exhibited the most frightful appearance; nothing human characterized them, which did not announce their misfortune in glaring colors. Some were quite naked; others had only shirts, rotten and torn to rags. M. de la Fond had fast-

ened a piece of the scarlet cloth about his waist, in order to appear at the head of his companions. Though rescued from imminent danger, they had still to contend with hunger and thirst, and remained in ignorance whether they should meet men endowed with humanity in that region.

While deliberating on the course they should follow, about fifty Portuguese of the settlement, there established, advanced and inquired the cause of their presence. Their misfortunes were soon explained, and the recital of them proved a sufficient claim for supplying their wants. Deeply affected by the account now given, the Portuguese congratulated themselves that it had fallen to their lot to relieve the strangers, and speedily led them to their dwellings. On the way the seamen were rejoiced at the sight of a river, into which they threw themselves, plunging in the water, and drinking copious draughts of it to allay their thirst. Afterwards frequent bathing proved one of the best restoratives of health, to which they all resorted.

The chief man of the place next came, and conducted M. de la Fond and his companions to his house, about a half a league distant from the spot where they landed. He charitably supplied them with linen shirts and trowsers, and boiled some fish, the water of which was relished as delicious broth. Though sleep was equally necessary as this frugal fare, the survivors having learned that there was a church within half a league, dedicated to St Michael, repaired thither to render thanks to Heaven for their miraculous preservation. The badness of the road induced such fatigue as compelled them to rest in the village where it stood, and there the narrative of their misfortunes, added to the piety which they exhibited, attracted the notice of the inhabitants, all of whom hastened to minister something to their necessities. After remaining a short interval they returned to their host, who at night kindly contributed another repast of fish. Something more invigorating, however, being required by people who had endured so much, they purchased an ox for a quantity of the brandy that had been saved from the wreck.

Paraibo was distant fifteen leagues, and they had to set out barefoot, and with little chance of finding suitable provisions on the journey.

Thus they smoke-dried their present store, and added a little flour to it. In three days they began to march, and, under an escort of three soldiers, advanced seven leagues the first day, when they were hospitably received by a person,

and passed the night in his house. On the following evening, a serjeant and twenty-nine men arrived to conduct them to the commandant of the fortress, who gave them a friendly reception, afforded them supplies, and provided a boat to carry them to Paraibo. About midnight they reached the town, where a Portuguese captain attended to present them to the governor, from whom also they experienced the like attention. Being anxious to reach Fernambuc, to take advantage of a Portuguese fleet, daily expected to sail for Europe, the governor, in three days more, ordered a corporal to conduct the party thither. But at this time M. de la Fond's feet were so cruelly wounded, he was scarce able to stand, and on that account was supplied with a horse. In four days he arrived at Fernambuc, where, from different naval and military officers, he met with the utmost attention and consideration; he and all his companions got a passage to Europe in the fleet.

M. de la Fond sailed on the 5th of October, and reached Lisbon in safety on the 17th of December; thence he procured a passage to Morlaix, where having rested a few days to recruit his strength, he repaired to Port L'Orient, with his health greatly injured by the calamities he had suffered, and reduced to a state of poverty, having after twenty-eight years service, lost all he had in the world.

By this deplorable catastrophe, nearly three hundred persons perished.

WRECK OF THE SCHOONER BETSEY,

ON A REEF OF ROCKS.

The Betsey, a small schooner of about 75 tons burden, sailed from Macao in China, for New South Wales, on the 10th of November, 1805. Her compliment consisted of William Brooks, commander, Edward Luttrell, mate, one Portuguese

seacunny, three Manilla and four Chinese Lascars. No incident worthy of commemoration happened from the 10th to 20th of November. Next day, when the vessel was going at the rate of seven knots and a half an hour, she struck on a reef of rocks at half past two in the morning, while in north latitude 9 48, and 114 14 east longitude. The boat was instantly let down, and a small anchor sent astern, but on heaving, the cable parted, and both were lost. The people next endeavored to construct a raft of the water casks, but the swell proved so great that they found it impossible to accomplish their purpose. At day-break they found that the vessel had forged four or five miles on the reef, which they now discovered extended nine or ten miles to the south, and four or five east and west; and there were only two feet water where she lay. During three days and nights, the utmost exertions were made to get her off without avail, and the crew had then become so weakened that they could scarce be persuaded to construct a raft.

The vessel now had bulged on the starboard side. But a raft being made on the 24th, the people left her with the jolly-boat in company, and steered for Balambangan. Captain Brooks, the mate, the gunner and two seacunnies were in the latter, where their whole provision consisted of only a small bag of biscuit; and on the raft were the Portuguese, four Chinese and three Malays, but much better provided.

The boat and the raft parted company on the same day, as a brisk gale arose from the westward, and the raft was never heard of more; but it was conjectured to have probably drifted on the island of Borneo, which then bore south-east. The gale continued from the north-west until the 28th of the month, accompanied by a mountainous sea, and then ceased. By this time the fresh water taken into the boat was completely expended, and all the biscuit that remained was wet with salt water.

On the 29th at day-break, land came in view, which was supposed to be Balabac; the people were now nearly exhausted by rowing under a burning sun, and while a perfect calm prevailed; and they were besides reduced to such extremity as to drink their own urine. It blew so hard in the night that they were obliged to bear up for Bangay, the north-west point of which they discovered next morning at day-break. Going ashore they instantly made a search for fresh water, which they soon found, and considering what they had suffered from thirst, it is no wonder that they drank to excess. While rumb-

ling into the woods in quest of fruit, two Malays met them, to whom they made signs that they wanted food, and these being understood, the Malays went away, and in the afternoon returned with two cocoa-nuts and a few sweet potatoes, which they gave in exchange for a silver spoon.

Night approaching, the people returned to their boat.—Next morning five Malays made their appearance, bringing some Indian corn and potatoes, which were exchanged for spoons as before. These people pointed to Balambangan, and endeavored to make the party comprehend that sometime ago the English had abandoned the settlement. A new supply of provision was promised next morning; therefore the party retired with their little stock, and attended at the appointed time to receive more. Eleven Malays then appeared on the beach; but after a little conversation on landing, one of them threw a spear at Captain Brooks, which penetrated his belly, another made a cut at Mr. Lattrel, who parried it off with a cutlass, and ran to the boat. Captain Brooks withdrew the spear from his body, and also ran a short distance, but the inhuman assassins followed him and cut off both his legs. The gunner also was severely wounded, and reached the boat covered with blood, while the party at the same time, saw the Malays stripping the dead body of Captain Brooks; and in about fifteen minutes afterwards the gunner expired

The survivors immediately made sail, and then examined into the state of their provisions, which they found consisted of ten cobs of Indian corn, three pumpkins, and two bottles of water. Trusting to the mercy of Providence, they with this, determined on shaping their course for the straits of Malacca.

No particular occurrence happened in the course of the voyage from the fourth to the fourteenth of December; frequent showers had fortunately supplied them with fresh water, but they were nearly exhausted by constant watching and hunger.

On the 15th they fell in with a groupe of islands, in 3 of north latitude, and about 100 degrees of east longitude, and approached the shore. But being descried by two Malay prows, they were immediately attacked, and one of the seacunnies was run through with a spear and died instantly, while the other was also wounded. Mr. Luttrel, the mate, had a very narrow escape from a spear piercing through his hat. The party being thus overpowerd, the Malays took possession of their boat and immediately seized on all their prop-

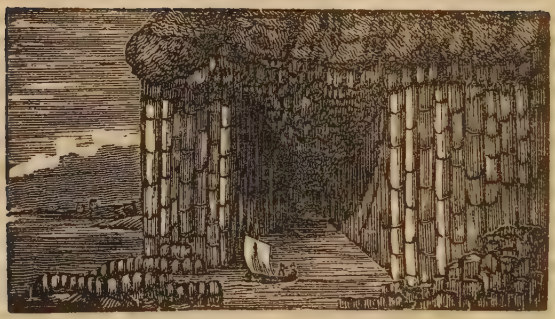
erty, a sextant, their log-book, some plate and clothes. They were themselves kept in a prow, without any covering, and exposed to the scorching heat of the sun, with an allowance of only a small quantity of sago during three days. After that time they were carried ashore to the house of a rajah, on an island called Sube, where they remained in a state of slavery, entirely naked, and subsisting on sago, until the 20th of April. The Rajah sailed on that day in a prow for Rhio, taking Mr. Luttrel and the two other survivors along with him, and arrived there nearly famished, after a tedious passage of twenty-five days.

Here their distresses were alleviated by Mr. Koek of Malacca, who treated them in the kindest manner; and the ship Kandree, commanded by Captain Williamson, arriving next day, they obtained a passage in her for Malacca.

EARLY AMERICAN HEROISM.

During one of the former wars, between France and England, in which the then Colonies bore an active part, a respectable individual, a member of the society of Friends, of the name of ———, commanded a fine ship which sailed from an Eastern port, to a port in England. This vessel had a strong and effective crew, but was totally unarmed. When near her destined port, she was chased, and ultimately overhauled, by a French vessel of war. Her commander used every endeavor to escape, but seeing from the superior sailing of the Frenchman, that his capture was inevitable, he quietly retired below: he was followed into the cabin by his cabin boy, a youth of activity and enterprise, named Charles Wager: he asked his commander if nothing more could be done to save the ship—his commander replied that it was impossible, that every thing had been done that was practicable, there was no escape for them, and they must submit to be captured. Charles then returned upon deck and summoned the crew around him—he stated in a few words what was their captain's

conclusion—then, with an elevation of mind, dictated by a soul formed for enterprise and noble daring, he observed, "if you will place yourselves under my command, and stand by me, I have conceived a plan by which the ship may be rescued, and we in turn become the conquerors." The sailors no doubt feeling the ardor, and inspired by the courage of their youthful and gallant leader, agreed to place themselves under his command. His plan was communicated to them, and they awaited with firmness, the moment to carry their enterprise into effect. The suspense was of short duration, for the Frenchman was quickly alongside, and grappled to the merchant ship. As Charles had anticipated, the exhilarated conquerors, elated beyond measure, with the acquisition of so fine a prize, poured into his vessel cheering and huzzaing; and not foreseeing any danger, they left but few men on board their ship. Now was the moment for Charles, who, giving his men the signal, sprang at their head on board the opposing vessel, while some seized the arms which had been left in profusion on her deck, and with which they soon overpowered the few men left on board; the others, by a simultaneous movement, relieved her from the grapplings which united the two vessels. Our hero now having the command of the French vessel, seized the helm, and placing her out of boarding distance, hailed, with the voice of a conquerer, the discomfited crowd of Frenchmen who were left on board of the peaceful bark he had just quitted, and summoned them to follow close in his wake, or he would blow them out of water, (a threat they well knew he was very capable of executing, as their guns were loaded during the chase.) They sorrowfully acquiesced with his commands, while gallant Charles steered into port, followed by his prize. The exploit excited universal applause —the former master of the merchant vessel was examined by the Admiralty, when he stated the whole of the enterprise as it occurred, and declared that Charles Wager had planned and effected the gallant exploit, and that to him alone belonged the honor and credit of the achievement. Charles was immediately transferred to the British navy, appointed a midshipman, and his education carefully superintended. He soon after distinguished himself in action, and underwent a rapid promotion, until at length he was created an Admiral, and known as Sir Charles Wager. It is said that he always held in veneration and esteem, that respectable and conscientious Friend, whose cabin boy he had been, and transmitted yearly to his OLD MASTER, as he termed him, a handsome present of Madeira, to cheer his declining days.



FINGAL'S CAVE.

The most magnificent of all known caverns, is that called Fingal's Cave, in the Isle of Staffa, on the western coast of Scotland. Its length is 370 feet; and the height at the entrance of the cave is 117 feet.

Thousands of majestic columns of basalts support a lofty roof, under which the sea rolls its waves, while the vastness of the entrance allows the light of day to penetrate the various recesses of the cave.

The mind, says Mr. Pennant, can hardly form an idea more magnificent than such a space, supported on each side by ranges of columns, and roofed by the bottom of those which have been broken off in order to form it, between the angles of which a yellow stalagmatic matter has exuded, which serves to define the angles precisely, and, at the same time, vary the color with a great deal of elegance. To render it still more agreeable, the whole is lighted from without, so that the farthest extremity is very plainly seen; and the air within, being agitated by the flux and reflux of the tides is perfectly wholesome, and free from the damp vapors with which caverns generally abound.

THE RAMILLIES

THE LOSS OF THE RAMILLIES.

IN THE ATLANTIC OCEAN.

Admiral (afterwards Lord) Graves having requested leave to return to England in 1782, was appointed by Lord Rodney to command the convoy sent home with the numerous fleet of merchantmen from the West Indies in the month of July.—He accordingly hoisted his flag on board the Ramillies of 74 guns, and sailed on the 25th from Blue Fields, having under his orders the Canada and Centaur of 74 guns each, the Pallas frigate of 36 guns, and the following French ships, taken by Lord Rodney and Sir Samuel Hood, out of the armament commanded by the Count de Grasse, viz. the Ville de Paris, of 110 guns; the Glorieux and Hector, of 74 guns each; the Ardent, Caton and Jason, of 6 guns each. Those which were originally British ships had been in so many actions, and so long absent from England, as to have become extremely out of condition, while that of the prizes was still more deplorable, and the following authentic account of the various disasters which attended this distressed convoy will be found equally melancholy and interesting.

Soon after the fleet had sailed, the officers of the Ardent united in signing such a representation of her miserable plight as induced Admiral Graves to order her back to Port Royal, and the Jason, by not putting to sea with the convoy, from want of water, never joined him at all. The rest proceeded, and after those vessels that were bound for New York had separated, the whole convoy was reduced to ninety-two or three sail.

On the 8th of September the Caton springing a leak, made such alarming complaints, that the Admiral directed her and the Pallas, also become leaky, to bear away immediately, and keep company together, making for Halifax, which then bore North-North West and was but eighty-seven leagues distant.

The afternoon of the 16th of September shewing indications of a gale and foul weather from the south-east quarter,

every preparation was made on board the flag-ship for such an event, not only on account of her own safety, but also as an example to the rest of the fleet. The Admiral collected the ships about six o'clock, and brought to under his main-sail on the larboard tack, having all his other sails furled, and his top-gallant yards and masts lowered down.

The wind soon increasing, blew strong from the E. S. E with a very heavy sea, and about three o'clock in the morning of the 17th flew suddenly round to the contrary point, blowing most tremendously, and accompanied with rain, thunder and lightning; the Ramillies was taken by the lee, her main-sail thrown back, her main-mast went by the board, and mizen-mast half way up; the fore-top mast fell over the starboard bow, the fore-yard broke in the slings, the tiller snapped in two, and the rudder was nearly torn off. Thus was this capital ship, from being in perfect order, reduced, within a few minutes to a mere wreck, by the fury of the blast and the violence of the sea, which acted in opposition to each other. The ship was pooped, the cabin, where the Admiral lay was flooded, his cot-bed jerked down by the violence of the shock and the ship's instantaneous revulsion, so that he was obliged to pull on his boots half leg deep in water, without any stockings, to huddle on his wet clothes, and repair upon deck. On his first coming thither, he ordered two of the lieutenants to examine into the state of the affairs below, and to keep a sufficient number of people at the pumps, while he himself and the captain kept the deck, to encourage the men to clear away the wreck, which, by its constant swinging backwards and forwards by every wave against the body of the ship, had beaten off much of the copper from the starboard side, and exposed the seams so much to the sea that the decayed oakum washed out, and the whole frame became at once exceedingly porous and leaky.

At dawn of day they perceived a large ship lying under their lee, lying upon her side, water-logged, her hands attempting to wear her by first cutting away the mizen-mast, and then her main-mast; hoisting her ensign, with the union downwards in order to draw the attention of the fleet; but to no purpose, for no succour could be given, and she very soon went down head fore-most, the fly of her ensign being the last thing visible. This was the Dutton, formerly an East Indiaman, and then a store-ship, commanded by a lieutenant of the navy, who in his agitation, leaped from her deck into the sea; but, as might be expected, was very soon overwhelmed

by its billows. Twelve or thirteen of the crew contrived, however, to slide off one of the boats, and running with the wind, first endeavored to reach a large ship before them, which, not being able to fetch, and afraid of filling if they attempted to haul up for the purpose, they made up for another ship more to the leeward, who fortunately descrying them, threw a number of ropes, by the help of which these desperate fellows scrambled up her sides, and fortunately saved their lives. Out of ninety-four or five sail, seen the day before, scarcely twenty could now be counted; of the ships of war, there were discerned the Canada, half hull down upon the lee-quarter, having her main-top-mast and mizen-mast gone, the main-top damaged, the main-yard aloft, and the main-sail furled; the Centaur was far to windward, without masts, bowsprit or rudder; and the Glorieux without foremast, bowsprit or main-top-mast. Of these the two latter perished with all their crews, excepting the captain of the Centaur, and a few of his people, who contrived to slip off her stern into one of the boats unnoticed, and thus escaped the fate of the rest of the crew.

The Ville de Paris appeared to have received no injury, and was commanded by a most experienced seaman, who had made twenty-four voyages to and from the West Indies, and had, therefore, been pitched upon to lead the ship through the Gulf; nevertheless, she was afterwards buried in the ocean with all on board her, consisting of above eight hundred people. Of the convoy, besides the Dutton, before mentioned, and the British Queen, seven others were discovered without mast or bowsprit; eighteen lost masts and several others had foundered.

In the course of this day the Canada crossed upon and passed the Ramillies; some of the trade attempted to follow the Canada, but she ran at such a rate that they soon found it to be in vain, and then returned towards the flag-ship; the Ramillies had at this time six feet water in her hold, and the pumps would not free her, the water having worked out the oakum, and her beams amid-ship being almost drawn from their clamps.

The admiral, therefore, gave orders for all the buckets to be manned, and every officer to help towards freeing the ship; the mizen-top-sail was set upon the fore-mast, the main-top-gallant-sail on the stump of the mizen-mast, and the tiller shipped. In this condition, by bearing away, she scudded on at so good a rate that she held pace with some of the merchantmen.

The day having been spent in bailing and pumping, without materially gaining on the water, the captain in the name of the officers, represented to the admiral the necessity of parting with the guns for the relief of the ship, but he objected, that there would then be left no protection for the convoy.—At length, however, after great difficulty, he consented to their disposing of the fore-castle and after-most quarter-deck guns, together with some of the shot, and other articles of very great weight. The ensuing night was employed in bailing and endeavoring to make the pumps useful, for the ballast by getting into the well, had choked and rendered them useless, and the chains had broken every time they were repaired. The water had risen to seven feet in the hold The wind from the westward drove a vast sea before it, and the ship being old, strained most violently.

On the morning of the 18th nothing could be seen of the Canada, she having pushed on at her greatest speed for England. The frame of the Ramillies having opened during the night, the admiral was prevailed upon, by the renewed and pressing remonstrances of the officers, although with great reluctance, to let six of the forwardmost and four of the aftermost guns of the main-deck to be thrown overboard, together with the remainder of those on the quarter-deck; and the ship still continuing to open very much, he ordered tarred canvas and hides to be nailed fore and aft from under the sills of the ports on the main-deck under the fifth plank above, or within the water-ways, and the crew, without orders did the same on the lower deck. Her increasing complaints requiring still more to be done, the admiral directed all the guns on the upper deck, the shot, both on that and the lower deck, and various heavy stores to be thrown overboard; a leakage in the light room of the grand magazine having almost filled the ship forward, and there being eight feet water in the magazine, every gentleman was compelled to take his turn at the whips, or in handing the buckets. The ship was besides frapped from the fore-mast to the main-mast.

Notwithstanding their utmost efforts the water still gained on them the succeeding night, the wind blowing very hard, with extremely heavy squalls, a part of the orlop deck fell into the hold; the ship herself seemed to work excessively, and to settle forward.

On the morning of the 19th, under these very alarming circumstances, the admiral commanded both the bower anchors to be cut away, all the junk to be flung overboard, one

sheet and one bower cable to be reduced to junk and served the same way, together with every remaining ponderous store that could be got at, and all the powder in the grand magazine (it being damaged;) the cutter and pinnace to be broken up and tossed overboard, the skidds having already worked off the side; every soul on board was now employed in bailing. One of the pumps was got up, but to no purpose, for the shot-lockers being broken down, some of the shot, as well as the ballast, had fallen into the well; and as the weather moderated a little, every thing was made ready to heave the lower deck guns into the sea, the admiral being anxious to leave nothing undone for the relief of the ship.

When evening approached, there being twenty merchant ships in sight, the officers united in beseeching him to go into one of them, but this he positively refused to do, deeming it, as he declared, unpardonable in a commander in chief to desert his garrison in distress; that his living a few years longer was of very little consequence, but that, by leaving his ship at such a time, he should discourage and slacken the exertions of the people, by setting a very bad example. The wind lulling somewhat during the night, all hands bailed the water, which, at this time, was six feet fore and aft.

On the morning of the 20th the admiral ordered the spare and stream anchors to be cut away, and within the course of the day all the lower deck guns to be thrown overboard.—When evening came, the spirits of the people in general, and even of the most courageous, began to fail, and they openly expressed the utmost despair, together with the most earnest desire of quitting the ship, lest they should founder in her.—The admiral hereupon advanced and told them, that he and their officers had an equal regard for their own lives, and that the officers had no intention of deserting either them or the ship, that, for his part, he was determined to try one night more in her, he, therefore, hoped and intreated they would do so too, for there was still room to imagine, that one fair day, with a moderate sea, might enable them, by united exertions to clear and secure the well against the encroaching ballast which washed into it; that if this could be done, they might be able to restore the chains to the pumps, and use them; and that then hands enough might be spared to raise jury-masts, with which they might carry the ship to Ireland; that her appearance alone, while she could swim, would be sufficient to protect the remaining part of her convoy; above all, that as every thing that could be thought of had now been done for

her relief, it would be but reasonable to wait the effect. He concluded with assuring them, that he would make the signal directly for the trade to lie by them during the night, which he doubted not they would comply with.

This temperate speech had the desired effect; the firmness and confidence with which he spoke, and their reliance on his seamanship and judgment, as well as his constant presence and attention to every accident, had a wonderful effect upon them; they became pacified, and returned to their duty and their labors. Since the first disaster, the admiral had, in fact, scarcely ever quitted the deck; this they had all observed, together with his diligence in personally inspecting every circumstance of distress. Knowing his skill and experience they placed great confidence in them; and he instantly made, according to his promise, a signal for all the merchantmen.

At this period, it must be confessed, there was great reason for alarm, and but little for hope; for all the anchors and guns, excepting one, together with every other matter of weight, had been thrown overboard, and yet the ship did not seem at all relieved. The strength of the people was, likewise, so nearly exhausted, having had no sleep since the first fatal stroke, that one half of the crew were ordered to bail and the other to repose; so that, although the wind was much abated, the water still gained upon them, in spite of all their efforts, and the ship rolled and worked most prodigiously in a most unquiet sea.

At three in the morning of the 21st, being the fourth night, the well being quite broken in, the casks, ballast and remaining shot, rushed together and destroyed the cylinders of the pumps; the frame and carcase of the ship began to give way in every part, and the whole crew exclaimed that it was impossible to keep her any longer above water.

In this extremity the admiral resolved within himself not to lose a moment in removing the people whenever day-light should arrive, but told the captain not to communicate any more of his design than that he intended to remove the sick and lame at day-break; and for this purpose he should call on board all the boats of the merchantmen He, nevertheless, gave private orders to the captain, while this was doing, to have all the bread brought upon the quarter-deck, with a quantity of beef, pork and flour, to settle the best distribution of the people according to the number of the trade ships that should obey their signal, and to allow an officer to each division of them; to have the remaining boats launched, and as

soon as the sick were disposed of, to begin to remove the whole of the crew, with the utmost despatch, but without risking too many in a boat.

Accordingly at dawn, the signal was made for the boats of the merchantmen, but nobody suspected what was to follow, until the bread was entirely removed and the sick gone.—About six o'clock, the rest of the crew were permitted to go off, and between nine and ten, there being nothing further to direct and regulate, the admiral himself, after shaking hands with every officer, and leaving his barge for their better accommodation and transport, quitted forever the Ramillies, which had then nine feet water in her hold. He went into a small leaky boat, loaded with bread, out of which both him and the surgeon who accompanied him were obliged to bail the water all the way. He was in his boots, with his surtout over his uniform, and his countenanee as calm and as composed as ever. He had, at going off, desired a cloak, a cask of flour and a cask of water, but could get only the flour, and he left behind all his stock, wines, furniture, books and charts, which had cost him upwards of one thousand pounds, being unwilling to employ even a single servant in saving or packing up what belonged to himself alone, in a time of such general calamity, as to appear better in that respect than any of the crew.

The admiral rowed for the Belle, Captain Forster, being the first of the trade that had borne up to the Ramillies the preceding night in her imminent distress, and by his anxious humanity set such an example to his brother traders as had a powerful influence upon them—an influence which was generally followed by sixteen others.

By three o'clock most of the crew were taken out, at which time the Ramillies had thirteen feet water in her hold, and was evidently foundering in every part, at half past four the captain, and first and third lieutenants, left her, with every soul excepting the fourth lieutenant, who staid behind only to execute the admiral's orders for setting fire to her wreck when finally deserted. The carcase burned rapidly, and the flames quickly reaching the powder, which was filled in the after magazine, and had been lodged very high, in thirty-five minutes the decks and upper works blew up with a horrid explosion and cloud of smoke, while the lower part of the hull was precipitated to the bottom of the ocean.

At this time the admiral, in the Belle, stood for the wreck to see his last orders executed, as well as to succour any boats

that might be too full of men, the swell of the sea being prodigious, although the weather had been moderate ever since noon of the foregoing day. There were, however, at intervals, some squalls, with threats of the weather soon becoming violent. It was not long before they were realized, for within two hours after the last of the crew were put on board their respective ships, the wind rose to a great height, and so continued, with intermission, for six or seven successive days, so that no boat could, during that time, have lived in the water On such a small interval depended the salvation of more than six hundred lives! Indeed, during the four days immediately preceding this catastrophe, it blew such a strong gale, and such a heavy sea followed the Ramillies, that it was always necessary to keep her with the wind upon her quarter, with seldom more than the sprit-sail hoisted upon her foremast, and at times with no sail at all, in which state she would run at the rate of six miles an hour. Whenever the main-top-gallant-sail was set on the stump of the mizen-mast she commonly griped too much, so as to render the steerage very difficult, and yet this had been carried, whenever it could be, in order to keep pace with the merchantmen, the slowest of which went nearly as fast under their bare poles.

Even in running thus the Ramillies rolled prodigiously, and as she grew lighter every day her motion became the more uneasy, so that the men could scarcely stand to their work, or keep their legs without something to lay hold by. There was no such thing as real repose for them when sitting or lying down upon deck, nor steadiness enough to eat or drink with any security; no meat could be dressed, nor did any man or officer go into bed. Until the afternoon of the 20th there was no venturing to bring her to, even for a boat to come on board; but, notwithstanding this desperate condition, when some were hourly dropping through fatigue and want of sleep, and the decks were covered with water, the whole of the crew behaved with the utmost obedience, attention and sobriety, and remitted no possible exertion for the preservation of the ship.

Upon their separation taking place, the officers, who were distributed with portions of the crew among the Jamaica-men, had orders respectively to deliver them to the first man of war or tender they should meet with, and to acquaint the Secretary of the Admiralty, by the earliest opportunity, of their proceedings. A pendant was hoisted on board the Belle, by way of distinction, that she might, if possible, lead the rest. Some of the trade kept with her, and others made the best of their

way, apprehensive lest they should soon fall short of provisions, as they had so many more to feed.

The Silver Eel transport, which had sailed from Bluefields with the invalids of Sir George Rodney's fleet, and was under the command of a lieutenant of the navy, had been ordered to keep near the Ramillies. That ship was accordingly at hand on the 21st of September, the day of her destruction, and in consequence of several deaths on the passage had room enough for the reception of all who were now ailing or maimed, and was therefore charged with them, being properly fitted for their accommodation.

The Silver Eel parted from the admiral in latitude 42 48 N. and longitude 45 19 W. after seeing the Ramillies demolished, and being ordered to make for the first port, ran into Falmouth the 6th of October, on the afternoon of which day, one of the trade ships, with a midshipman and sixteen of the crew of the Ramillies, reached Plymouth Sound. Another of the same convoy, having on board another part of the crew, with the captain and first lieutenant, anchored in the same place before day-light the next morning. The Canada, however, having exerted her utmost speed, had, prior to all these, on the 4t.. of the same month got to Portsmouth, where she spread the news of the dispersion of this miserable fleet, which being conveyed to France, her privateers immediately put to sea in hopes of making prizes of them. Some of the Jamaica-men, with part of the crew of the Ramillies, fell into their hands; two of the West Indiamen were captured in sight of the Belle, but she herself with the admiral and thirty-three of his crew, arrived safe, though singly, on the 10th of October in Cork harbor, where was the Myrmidon frigate. The admiral immediately hoisted his flag on board the latter, and sailing with the first fair wind, arrived, on the 17th, in Plymouth Sound, apparently in good health, but with a settled oppression upon his breast, from having been so long and so dreadfully exposed upon the deck of the Ramillies in the horrid night when she was first overtaken by the storm; nor could he remove that complaint for upwards of six months. He brought away with him nothing but a few of his private papers, the rest of his effects having shared the same fate as his ship.

It was calculated that by the destruction of the fleet, upwards of twenty one thousand five hundred persons perished. The loss of property has been estimated by the British Government to be upwards of £20,000,000. The gale, which continued for six days, was the most tremendous one on record.

PRESERVATION OF NINE MEN,

IN A SMALL BOAT, SURROUNDED BY ISLANDS OF ICE.

We sailed from Plymouth under convoy of H. B. Majesty's ship St. Alban's, and two other ships of war, together with a fleet of merchantmen bound to the Mediteranean, having a fresh gale at north-east.

The wind still continuing, we kept company with the fleet until reaching 120 leagues to the westward; then judging ourselves clear of privateers, we proceeded on our voyage. But before gaining 300 leagues, on the 17th of March we came up with an English built ship of about 200 tons, carrying twelve guns, and sailing under a jury main-mast. On our approach she hoisted English colors; and, on being hailed, told us she belonged to London, and was now bound from Virginia homewards, which seemed probable, as many tame fowl were on board; and a red bird flew from her to us.

Our captain seeing the vessel disabled, desired her to bring to; saying, if any thing was wanted on board, we should hoist out our boat and carry it thither; but this was obstinately refused; the captain declared, that our boat should not approach, and unless we kept further off, he would fire into us. This induced suspicion on our part, wherefore we run up with the vessel, and commanded her to bring to. On this she fired, and engaged us from eleven in the morning until six in the evening; then, being much damaged, she struck, and called to us to save the lives of the crew. But this request came too late, for the wind increasing, raised a great sea, which forced our ship under a reefed main-sail, whence we could not hoist out our boat, without endangering our own lives. However, by means of a light which she carried, we kept close to her, intending to hoist the boat out when it became practicable. But towards midnight her light became very low; and by a loud cry, which was heard about one o'clock, we judged that she foundered.

When the vessel struck she told us that she had fourteen Frenchmen on board, whence we conjectured her to be an

English Virginia-man taken by the French; and that she had lost her main-mast in the engagement. We followed her, chasing and fighting, about thirty leagues; and when she struck we were in 45 50 north latitude.

Our booty being thus lost, we made the best of our way to Newfoundland, being bound thither on a fishing voyage. One trouble, however, seldom comes alone, and so it happened to us; for, on the 26th of March, we saw some shattered ice, at four in the afternoon, which was supposed to be the harbor ice now broken up. We were now in 46 50 north latitude, and conceived ourselves 50 leagues, though it afterwards proved seventy, from the land. The wind being at east, the top-sails were handed; and we stood northward, under our courses, hoping to get clear of the ice before night. But finding rather more than less, we tacked to the Southward, which was found unproductive of any change. Therefore, for further security, the fore-sail was furled, and the ship brought to under the mainsail, as night approached, and as there was a dead wind, so that we could lie off on neither tack, we trusted if we should fall in with the greater ice, to meet with the less shocks.

About eight or nine o'clock, we discovered a field of ice, of which we run foul, notwithstanding our exertions to keep clear of it; and although we hung cables, coils of rope, hoops and such things, over the ship to defend her, she struck so hard, that at eleven she bilged, whence we had much difficulty to keep her afloat till day-light, by two pumps going, and bailing at three hatchways.

At the approach of day our men were much fatigued, the water increased, and against noon the hold was half full.—No one knew what to advise another, and all began to despair of their lives: we continued pumping, though to little purpose, and concluded, that if now were our appointed time, we must submit patiently to it.

But amidst this disaster, it pleased God to put it into the thoughts of some of us, that several might be preserved in the boat, whence the captain was entreated to hoist her out, and commit a few of us there.

The captain answered, that, although God could work wonders, it was improbable that so small a boat should preserve us; that it was but living a few days longer in misery; and, seeing God had cast this calamity to his lot, he was resolved to take his chance and die with his men.

Nevertheless, being much importuned, he ordered the boat

out, and William Saunders and five others in her; and, that the men might not suspect their design, it was given out that the boat should go ahead to tow the ship clear of the ice.—How likely that was the reader may judge, there being but one oar, all the rest were broken by defending the ship from the ice. However, the purpose advanced.

The boat being out, and finding no effect produced in towing the ship, fell a-stern, intending to take in the captain and as many as it could safely carry, while some were preparing necessaries for a miserable voyage. A compass, and other things ready, were conveyed into it.

The captain, doctor and several others, having got out at the cabin windows and galleries, I, amongst the rest, endeavored to escape at the gallery, intending likewise, if possible, to get into the boat; but being discovered by the men, they took small arms, and kept off the boat, resolving, as she could not preserve all, that the whole should perish together.

This design being frustrated, every one, except myself and William Langmead, got into the ship again; but we were so low that we could not recover ourselves. No person coming to relieve us, we were at length forced to let go our hold, and trust to the mercy of those in the boat, who seeing us swimming towards them, hove out a rope and took us in.

We were now eight in number in the boat; and, willing to save our captain, lay hovering about the ship till night; but the men persisting in their resolution, fired at the boat and kept her off. We began to seek shelter as night approached; and, having gone among the shattered ice, made our boat fast to a small lump, and drove with it; and as we came foul of great ice, we removed and made fast to another piece, and so continued during the remainder of the night.

Looking around in the morning, the ship was seen about three leagues to the eastward in the same position as we had left her, whereon a consultation was held whether or not we should return and make another attempt to save the captain, and as many more as possible. This proposal, however, was negatived, every one alleging that the men would either fire on us, or inconsiderately crowd into the boat and sink her; therefore, it was resolved to make the best of our way to the shore. But I, considering how little it would tend to my honor to save my life, and see my captain perish, endeavored to persuade them that the ship still swam buoyant, that I hoped the leak was stopped, and that we might proceed on our voyage; but this was unavailing. When I saw myself unable to

prevail thus, I desired them to row up and set me on that part of the ice next the ship, whence I should walk to her, and die with my commander.

This being unanimously agreed to, we rowed to the ice; but when we reached it, I was loth to go out. However, on calling the captain to us, Mr. John Maddick came first, and after him the doctor and some others, which the captain perceiving, came also.

The captain having left the ship, the multitude crowded so eagerly after him that we had like to have spoiled all; but by chance the boat was got off, with twenty-one people in her and hanging to her sides. Some were forced to slip; others perished on the ice, not being able to return to the ship, where the rest were lost.

On the 25th of March we took a miserable farewell of our distressed brethren, the heart of every one being so overloaded with his own misery as to have little room to pity another. Next, on considering what course to follow, we resolved to make for the shore.

Our only provision was a small barrel of flour, and a five gallon rundlet of brandy, which had been thrown overboard, and was taken up by us. We also took up an old chest, which stood us in good stead, for having but one oar, and our ship's handspikes, and a hatchet being by chance in the boat, we could split the chest, and nail it to the handspikes, which were our oars. Nails we had only, by drawing them from different parts of the boat; and the rest of the chest was used to kindle a fire. It also happened that our main tarpauling, which had been newly tarred, was put into the boat. Of it we made a main-sail; and of an old piece of canvas, that had been a sail to a yawl, we made a fore-sail. In this condition we turned towards the shore, and observing the surrounding ice lie north and south, we steered north, and in the morning were clear of it.

Having now got into the ocean, and the wind being still easterly, we hoisted our sail, and steered west-north-west about fourteen leagues, when we fell in with another field of ice. Attempting to sail through it, we were enclosed by many great islands, which drove so fast together, that we were forced to haul up our boat on the ice, otherwise we should have perished.

Here we lay eleven days without once seeing the sea. As the ice was thick, we caught as many seals as we chose, for they were in great abundance. Our fire hearth was made of

the skin, and the fat melted so easily, that we could boil the lean with it.

But by lying so long in this cold region, the men began to complain of their feet; and our boat being too small to afford room for all, there was always a hideous cry among us of hurting each other, though for this there was no remedy. We kept watch six and six, both for the convenience of room, and to guard against the ice breaking under our boat, which often happened, and then it was necessary to launch, or carry her to a place which we thought strong enough to bear her weight.

In eleven days we saw the sea, and, with great difficulty, got out the boat. We sailed about ten or twelve leagues north-north-west as before, when we were again enclosed; and this was repeated five several times. The last ice, however, was worse than any before, and although it was so thick that we could not force the boat through it, yet it was not so solid as to bear the weight of a man; therefore, notwithstanding we daily saw enough of seals, we could take none of them.

It fortunately happened, that when we parted from the hard ice, we had seven seals in store, and one that we took dead, which was consumed without consulting how it had died.

We were next reduced to short allowance, having only one among us to serve two days, which, with about three ounces of flour, mixed with water, and boiled in the fat of the seal, was all our provision. At length we were obliged to share both feet and skin, each of us allowing a little fat to make a fire. But being constrained to eat the whole, skin and bone also, scarcely boiled, injured our stomachs so much, that some of our number died, and I myself suffered severely.

On getting clear of the loose ice, if the wind was so adverse as to prevent our rowing, we made fast the boat to an island of ice until better weather. Although this sheltered us, we were often in great danger, from the islands driving foul of us, so that it was wonderful we escaped.

We drank the ice mixed with brandy; and our provisions, with good management, lasted until our coming ashore, for it pleased God to save some of us by taking others to himself. Our companions began to die two or three in a day, until we were at last reduced to nine.

The feet of several who died were bit in such a manner by the frost, that, on stripping them, which was done to give the clothes to the survivors, their toes came away with the stock-

ings. The last who died was the boatswain, who lived until the day before we saw land.

Our compass was broke by the last field of ice through which we passed, and soon after we lost our water bucket, which was used for bailing. Our course was directed by the sun in the day-time, and the stars by night.

Though many other accidents befel us, it pleased the Lord to bring us safe to land, after passing twenty-eight days in the boat.

On the 24th of April we arrived at Baccalew, and thence repaired to the Bay of Verds, in Newfoundland, where we found three men providing for a fishing voyage, who carried us to their house, and gave us such things as they had. But they being indifferently stored, and unable to maintain us, we determined to go to St. John's, notwithstanding some of us were so much frost-bit, as to be obliged to be carried to the boat. Before getting to Cape St. Francis, however, the wind veered to the south-west, which compelled us to row all night. In the morning we reached Portugal Cove, where to our unspeakable joy, some men were found preparing for the summer's fishing. They shewed us so much compassion as to launch a boat, and tow us over to Belleisle, and there we were courteously received. All were so weak that we were carried ashore on men's shoulders; and we were besides so disfigured with hunger, cold and the oil of seals, that people could hardly recognise us as men, except for the shape. At Belleisle we remained ten days, when, being somewhat recruited, we went to St. John's. Thus, in all this extremity, God miraculously preserved nine out of ninety-six that were in the ship.

CAPTAIN ROSS'S EXPEDITION.

In the year 1818 the British Government fitted out two expeditions to the North Pole. Captain Buchan, commanding the Trent and the Dorothy was directed to attempt a passage

between Spitzbergen and Nova Zembla, over the Pole, into the Pacific, and Captain Ross, commanding the Isabella and the Alexander, to attempt the north-west passage from Davi's Straits and Baffin's Bay, into the Frozen Ocean, and thence into the Pacific. Ross reached 77 deg. 40 min. latitude, and more accurately determined the situation of Baffin's Bay, which until then was believed to extend 10 deg. further to the east than it actually does. Although he sailed up Lancaster Sound, he did not advance far enough to ascertain if it was open, not having arrived there until October 1st. when danger from the ice obliged him to quit the coast. Lieutenant Parry, who had accompanied Captain Ross, was sent, in conjunction with Captain Lyon, in the year 1819, on a second voyage into Baffin's Bay, and having penetrated as far as to gain the first prize offered by Parliament (£5000) and having made the most western point ever reached in the Polar seas, he was entrusted with the direction of the Hecla and Fury, on a similar expedition in 1821. These ships returned in October 1823, without achieving the principal object for which they were dispatched. In 1824 Parry and Lyon were again sent out for the discovery of a north-west passage, in the Hecla and Fury. After wintering in Prince Regent's Bay, the ships sailed southwardly, and, in consequence of storms and icebergs, it became necessary to abandon the Fury, and with her crew on board the Hecla, Captain Parry returned to England in October 1825. The Admiralty sent Parry, in the Hecla, in 1827, to reach, if possible, the North Pole. Having journeyed thirty-five days over the ice, beginning at 81 deg. 12 min. 15 sec. he was compelled to retrace his course. So far the exertions of the British Government

Piqued by the real, or supposed neglect of government, Captain Ross, in the spring of 1829, undertook an expedition on his own resources, with the view of effecting a passage into the Polar Sea, and to reach Behring's Straits along the northern coast of the American continent. The ship—the Victory—was lost in the first year out, and Ross and his crew had worn through the remaining time on board the wreck of the Fury. When picked up in Lancaster Sound, they were in four of the Fury's boats, which they had "found uninjured, and in the same condition in which they had been left."

The following letter, addressed by the gallant Navigator to the Admiralty, puts us in possession of all the adventures and discoveries of this memorable expedition.

On board the Isabella, of Hull, }
Baffin's Bay, Sept. 1833. }

Sir,—Knowing how deeply my Lords Commissioners, of the Admiralty are interested in the advancement of nautical knowledge, and particularly in the improvement of geography, I have to acquaint you, for the information of their Lordships, that the expedition, the main object of which is to solve, if possible, the question of a north-west passage from the Pacific to the Atlantic Ocean, particularly by Prince Regent's Inlet, and which sailed from England in May, 1829, notwithstanding the loss of the fore-mast and other untoward circumstances, which obliged the vessel to refit in Greenland, reached the beach on which his Majesty's late ship Fury's stores were landed, on the 13th of August.

We found the boats, provisions, &c. in excellent condition, but no vestige of the wreck. After completing in fuel and other necessaries, we sailed on the 14th, and on the following morning rounded Cape Garry, where our new discoveries commenced, and, keeping the western shore close on board, ran down the coast in a S. W. and W. course, in from 10 to 20 fathoms, until we had passed the latitude of 72 north in longitude 94 west; here we found a considerable inlet leading to the westward, the examination of which occupied two days; at this place we were first seriously obstructed by ice, which was now seen to extend from the south cape of the inlet, in a solid mass, round by E. to E. N. E; owing to this circumstance, the shallowness of the water, the rapidity of the tides, the tempestuous weather, the irregularity of the coast and the numerous inlets and rocks for which it is remarkable, our progress was no less dangerous than tedious, yet we succeeded in penetrating below the latitude of 70 north, in longitude 92 west, where the land, after having carried us as far east as 90, took a decidedly westerly direction, while land at the distance of 40 miles to southward, was seen extending east and west. At this extreme point our progress was arrested on the 1st of October by an impenetrable barrier of ice. We, however, found an excellent wintering port, which we named Felix Harbor.

Early in January, 1830, we had the good fortune to establish a friendly intercourse with a most interesting consociation of natives, who, being insulated by nature, had never before communicated with strangers; from them we gradually obtained the important information that we had already seen the continent of America, that about 40 miles to the S. W. there were two great seas, one to the west, which was divided from

that to the east by a narrow strait or neck of land. The ver rification of this intelligence either way, on which our future operations so materially depended, devolved on Commander Ross, who volunteered this service early in April, and accompanied by one of the mates, and guided by two of the natives, proceeded to the spot, and found that the north land was connected to the south by two ridges of high land, 15 miles in breadth, but, taking into account a chain of fresh water lakes, which occupied the valleys between, the dry land which actually separates the two oceans is only five miles. This extraordinary isthmus was subsequently visited by myself, when Commander Ross proceeded minutely to survey the sea coast to the Southward of the isthmus leading to the westward, which he succeeded in tracing to the 99th degree, or to 150 miles of Cape Turnagain of Franklin, to which point the land, after leading him into the 70th degree of north latitude, ended directly; during the same journey he also surveyed 30 miles of the adjacent coast, or that to the north of the isthmus, which, by also taking a westerly direction, forming the termination of the western sea into a gulf. The rest of this season was employed in tracing the sea coast south of the isthmus leading to the eastward, which was done so as to leave no doubt that it joined, as the natives had previously informed us, to Ockullee, and the land forming Repulse Bay. It was also determined that there was no passage to the westward for 30 miles to the northward of our position.

This summer, like that of 1818, was beautifully fine, but extremely unfavorable for navigation, and our object being now to try a more northern latitude, we waited with anxiety for the disruption of the ice, but in vain, and our utmost endeavors did not succeed in retracing our steps more than four miles, and it was not until the middle of November that we succeeded in cutting the vessel into a place of security, which we named "Sheriff's Harbor." I may here mention that we named the newly discovered continent to the southward, "Boothia," as also the isthmus, the peninsula to the north, and the eastern sea, after my worthy friend, Felix Booth, Esq. the truly patriotic citizen of London, who, in the most disinterested manner, enabled me to equip this expedition in superior style.

The last winter was in temperature nearly equal to the mean of what had been experienced on the four preceding voyages, but the winters of 1830 and 1831 set in with a degree of violence hitherto beyond record—the thermometer sunk to 92 degrees below the freezing point, and the average of the year

was 10 degrees below the preceding; but notwithstanding the severity of the summer, we travelled across the country to the west sea by a chain of lakes, 30 miles north of the isthmus, when Commander Ross succeeded in surveying 50 miles more of the coast leading to the north-west, and by tracing the shore to the northward of our position, it was also fully proved that there could be no passage below the 71st degree.

This autumn we succeeded in getting the vessel only 14 miles to the northward, as we had not doubled the Eastern Cape, all hope of saving the ship was at an end, and put quite beyond possibility by another very severe winter; and having only provisions to last us to the 1st of June, 1833, dispositions were accordingly made to leave the ship in present port, which (after her) was named Victory Harbor. Provisions and fuel being carried forward in the spring, we left the ship on the 28th of May, 1832, for Fury Beach, being the only chance left for saving our lives; owing to the very rugged nature of the ice, we were obliged to keep either upon or close to the land, making the circuit of every bay, thus increasing our distance of 200 miles by nearly one half; and it was not until the 1st of July that we reached the beach, completely exhausted by hunger and fatigue.

A hut was speedily constructed, and the boats three of which had been washed off the beach, but providentially driven shore again, were repaired during this month; and the unusual heavy appearance of the ice afforded us no cheering prospect until the 1st of August, when in three boats we reached the ill-fated spot where the Fury was first driven on shore, and it was not until the 1st of September we reached Leopold South Island, now established to be the N. E. point of America in latitude 73 56, and longitude 90 west. From the summit of the lofty mountain on the promontory we could see Prince Regent's Inlet, Barrow's Strait and Lancaster Sound, which presented one impenetrable mass of ice, just as I had seen it in 1818. Here we remained in a state of anxiety and suspense, which may be easier imagined than described. All our attempts to push through were vain; at length being forced by want of provisions and the approach of a very severe winter, to return to Fury Beach, where alone there remained wherewith to support life, there we arrived on the 7th of October, after a most fatiguing and laborious march, having been obliged to leave our boats at Batty Bay. Our habitation, which consisted of a frame of spars, 32 feet by 16, covered

with canvas, was, during the month of November enclosed, and the roof covered with snow, from 4 to 7 feet thick, which being saturated with water when the temperature was fifteen degrees below zero, immediately took the consistency of ice, and thus we actually became the inhabitants of an iceberg during one of the most severe winters hitherto recorded; our sufferings aggravated by want of bedding, clothing and animal food, need not be dwelt upon. Mr. C. Thomas, the carpenter, was the only man who perished at this beach, but three others, besides one who had lost his foot, were reduced to the last stage of debility, and only thirteen of our number were able to carry provisions in seven journies of 62 miles each to Batty Bay.

We left Fury Beach on the 8th of July, carrying with us three sick men, who were unable to walk, and in six days we reached the boats, where the sick daily recovered. Although the spring was mild, it was not until the 15th of August that we had any cheering prospect. A gale from the westward having suddenly opened a lane of water along shore, in two days we reached our former position, and from the mountain we had the satisfaction of seeing clear water across Prince Regent's Inlet, which we crossed on the 17th, and took shelter from a storm twelve miles to the eastward of Cape York. The next day, when the gale abated we crossed Admiralty Inlet, and were detained six days on the coast by a strong N. E. wind. On the 25th we crossed Navy Board Inlet, and on the following morning, to our inexpressible joy, we descried a ship in the offing, becalmed, which proved to be the Isabella of Hull, the same ship which I commanded in 1818. At noon we reached her, when her enterprising commander, who had in vain searched for us in Prince Regent's Inlet, after giving us three cheers, received us with every demonstration of kindness and hospitality, which humanity could dictate. I ought to mention also that Mr. Humphreys, by landing me at Possession Bay, and subsequently on the west coast of Baffin's Bay, afforded me an excellent opportunity of concluding my survey, and of verifying my former chart of that coast.

I have now the pleasing duty of calling the attention of their lordships to the merit of Commander Ross, who was second in the direction of this expedition. The labors of this officer, who had the departments of astronomy, natural history and surveying, will speak for themselves in language beyond the ability of my pen; but they will be duly appreciated by their lordships and the learned bodies of which he is a

member, and who are already well acquainted with his acquirements.

My steady and faithful friend, Mr. William Thom of the royal navy, who was formerly with me in the Isabella, besides his duty as third in command, took charge of the meteorological journal, the distribution and economy of provisions, and to his judicious plans and suggestions must be attributed the uncommon degree of health which our crew enjoyed; and as two out of three who died in the four years and a half were cut off early in the voyage, by diseases not peculiar to the climate, only one man can be said to have perished. Mr. M'Diarmid the surgeon, who had been several voyages to these regions, did justice to the high recommendation I received of him; he was useful in every amputation and operation which he performed, and wonderfully so in his treatment of the sick; and I have no hesitation in adding, that he would be an ornament to his Majesty's service.

Commander Ross, Mr. Thom and myself, have, indeed, been serving without pay; but in common with the crew have lost our all, which I regret the more, because it puts it out of my power adequately to remunerate my fellow sufferers, whose case I cannot but recommend for their lordships' consideration.

We have, however, the consolation, that results of this expedition have been conclusive, and to science highly important, and may be briefly comprehended in the following words: The discovery of the Gulf of Boothia, the continent and isthmus of Boothia Felix, and a vast number of islands, rivers and lakes; the undeniable establishment that the north-east point of America extends to the 74th degree of north latitude; valuable observations of every kind, but particularly on the magnet; and to crown all, have had the honor of placing the illustrious name of our Most Gracious Sovereign William IV, on the true position of the magnetic pole.

I cannot conclude this letter, sir, without acknowledging the important advantages we obtained from the valuable publications of Sir Edward Parry and Sir John Franklin, and the communications kindly made to us by those distinguished officers before our departare from England. But the glory of this enterprise is entirely due to Him, whose divine favor has been most especially manifested towards us, who guided and directed all our steps, who mercifully provided, in what we had deemed a calamity, His effectual means of our preservation ; and who even after the devices and inventions of

man had utterly failed, crowned our humble endeavors with complete success.

I have, &c.

JOHN ROSS, Captain, R. N.

To Captain the Hon. George Elliot, &c.
Secretary Admiraltv.

LOSS OF THE CATHARINE, VENUS AND PIEDMONT TRANSPORTS; AND THREE MERCHANT SHIPS.

The miseries of war are in themselves great and terrible, but the consequences which arise indirectly from it, though seldom known and little adverted to, are no less deplorable.—The destruction of the sword sometimes bears only an inconsiderable proportion to the havoc of disease, and, in the pestilential climates of the western colonies, entire regiments, reared in succession, have as often fallen victims to their baneful influence.

To prosecute the war with alracrity, it had been judged expedient to transport a strong body of troops on foreign service, but their departure was delayed by repeated adversities, and at length the catastrophe which is about to be related ensued.

On the 15th of November 1795, the fleet, under convoy of Admiral Christian's squadron, sailed from St. Helens. A more beatiful sight than it exhibited cannot be conceived; and those who had nothing to lament in leaving their native country, enjoyed the spectacle as the most magnificent produced by the art of man, and as that which the natives of this island contemplate with mingled pride and pleasure.

Next day, the wind continuing favorable, carried the fleet down channel; and as the Catharine transport came within

sight of the isle of Perbeck, Lieutenant Jenner, an officer on board, pointed out to another person, the rocks where the Halsewell and so many unfortunate individuals had perished. He and Cornet Burns had been unable to reach Southampton until the Catharine had sailed, therefore they hired a boy to overtake her, and on embarking at St. Helen's the former expressed his satisfaction, in a letter to his mother, that he had been so fortunate as to do so.

On Tuesday the 17th, the fleet was off Portland, standing to the westward; but the wind shifting and blowing a strong gale at south-south-west, the admiral, dubious whether they could clear the channel, made a signal for putting into Torbay, which some of the transports where then in sight of.—However, they could not make the bay; the gale increased, and a thick fog came on; therefore the admiral thought it expedient to alter his design, and about five in afternoon made a signal for standing out to sea. Of the circumstances relative to the Catharine, a more detailed account has been preserved than respecting the other vessels of the fleet; and they are preserved by a female, with whose name we are unacquainted, in these words.

"The evening of the 17th was boisterous and threatening; the master said he was apprehensive that we should have bad weather; and when I was desired to go on deck and look at the appearance of the sky, I observed that it was troubled and red, with great heavy clouds flying in all directions, and with a sort of dull mist surrounding the moon. On repeating this to the other passengers, two of whom had been at sea before, they said we should certainly have a stormy night, and indeed it proved so very tempestuous that no rest was to be obtained. Nobody, however, seemed to think that there was any danger, though the fog was so thick that the master could see nothing by which to direct his course; but he thought that he had sufficient sea-room.

The fatigue I had suffered from the tossing of the ship, and the violence with which she continued to roll, had kept me in bed. It was about ten o'clock in the morning of the 18th, when the mate looked down into the cabin and cried, "save yourselves if you can!"

The consternation and terror of that moment cannot be described; I had on a loose dressing gown, and wrapping it round me I went up, not quite on deck, but to the top of the stairs, from whence I saw the sea break mountain high against the shore. The passengers and soldiers seemed thunder-

struck by the sense of immediate and inevitable danger, and the seamen, too conscious of the hopelessness of any exertion, stood in speechless agony, certain of meeting in a few moments that destruction which now menaced them.

While I thus surveyed the scene around me in a kind of dread which no words can figure, Mr. Burns, an officer of dragoons, who had come up in his shirt, called to Mr. Jenner and Mr. Stains for his cloak; nobody, however, could attend to any thing in such a moment but self-preservation.

Mr. Jenner, Mr. Stains and Mr. Dodd the surgeon, now passed me, their countenances sufficiently expressing their sense of the situation in which we all were. Mr. Burns spoke cheerfully to me; he bade me take good courage, and Mr. Jenner observed, there was a good shore near, and all would do well.

These gentlemen then went to the side of the ship, with the intention, as I believe, of seeing whether it was possible to get on shore. The master of the vessel alone remained near the companion; when suddenly a tremendous wave broke over the ship, and struck me with such violence, that I was stunned for a moment, and, before being able to recover myself, the ship struck with a force so great as to throw me from the stairs into the cabin, the master being thrown down near me. At the same instant, the cabin, with a dreadful crash, broke in upon us, and planks and beams threatened to bury us in ruins. The master, however, soon recovered himself; he left me to go again upon deck, and I saw him no more.

A sense of my condition lent me strength to disengage myself from the boards and fragments by which I was surrounded, and I once more got upon the stairs, I hardly know how. But what a scene did I behold! The masts were all lying across the shattered remains of the deck, and no living creature appeared on it; all was gone, though I knew not then that they were gone forever. I looked forward to the shore, but there I could see nothing except the dreadful surf that broke against it, while, behind the ship, immense black waves rose like tremendous ruins. I knew that they must overwhelm her, and thought that there could be no escape for me.

Believing, then, that death was immediate and unavoidable, my idea was to regain my bed in the cabin, and there, resigning myself to the will of God, await the approaching moment. However, I could not reach it, and for awhile was insensible; then the violent striking and breaking up of the wreck again roused me to recollection; I found myself near the cabin-win-

dows, and the water was rising round me. It rapidly increased, and the horrors of drowning were present to my view; yet do I remember seeing the furniture of the cabin floating about. I sat almost enclosed by pieces of the wreck, and the water now reached my breast.

The bruises I had received made every exertion extremely difficult, and my loose gown was so entangled among the beams and fragments of the ship, that I could not disengage it. Still the desire of life, the hope of being welcomed on shore, whither I thought my friends had escaped, and the remembrance of my child, all united in inspiring me with courage to attempt saving myself. I again tried to loosen my gown, but found it impossible, and the wreck continued to strike so violently, and the ruins to close so much more around me, that I now expected to be crushed to death.

As the ship drifted higher on the stones, the water rather lessened as the waves went back, but on their return, continued to cover me, and I once or twice lost my breath, and, for a moment, my recollection. When I had power to think, the principle of self preservation still urged me to exertion.

The cabin now broke more and more, and through a large breach I saw the shore very near. Amidst the tumult of the raging waves I had a glimpse of the people, who were gathering up what the sea drove towards them; but I thought they could not see me, and from them I despaired of assistance.—Therefore I determined to make one effort to preserve my life. I disengaged my arms from the dressing gown, and, finding myself able to move, I quitted the wreck, and felt myself on the ground. I attempted to run, but was too feeble to save myself from a raging wave, which overtook and overwhelmed me. Then I believed myself gone; yet, half suffocated as I was, I struggled very much, and I remember that I thought I was very long dying. The wave left me; I breathed again, and made another attempt to get higher upon the bank, but, quite exhausted, I fell down and my senses forsook me.

By this time I was observed by some of the people on the bank, and two men came to my assistance They lifted me up; I once more recovered some faint recollection; and, as they bore me along, I was sensible that one of them said the sea would overtake us; that he must let me go and take care of his own life. I only remember clinging to the other and imploring him not to abandon me to the merciless waves.—But I have a very confused idea of what passed, till I saw the boat, into which I was to be put to cross the Fleet water;

I had then just strength to say, "For God's sake do not take me to sea again."

I believe the apprehension of it, added to my other sufferings tended to deprive me of all further sensibility, for I have not the least recollection of any thing afterwards until roused by the remedies applied to restore me in a farm-house whither I was carried. There I heard a number of women around me, who asked a great number of questions which I was unable to answer. I remember hearing one say I was a French woman; another say that I was a negro, and indeed I was so bruised, and in such a disfigured condition, that the conjectures of these people are not surprising.

When recovering some degree of confused recollection, and able to speak, I begged that they would allow me to go to bed. This, however, I did not ask with any expectation of life, for I was now in such a state of suffering, that my only wish was to be allowed to lie down and die in peace.

Nothing could exceed the humanity of Mr. Abbot, the inhabitant of Fleet farm-house, nor the compassionate attention of his sister, Miss Abbot, who not only afforded me immediate assistance, but continued for some days to attend me with such kindness and humanity, as I shall always remember with the sincerest gratitude."

The unfortunate sufferer who gives the preceding account, was tended with great humanity by Mr. Bryer, while a wound in her foot, and the dangerous bruises she had received, prevented her from quitting the shelter she first found under the roof of Mr. Abbot, at Fleet. As soon as she was in a condition to be removed to Weymouth, Mr. Bryer, a surgeon there, received her into his own house, where Mrs. Bryer assisted in administering to her recovery such benevolent offices of consolation as her deplorable situation admitted. Meantime the gentlemen of the south battalion of the Gloucester Militia, who had done every thing possible towards the preservation of those who were the victims of the tempest, now liberally contributed to alleviate the pecuniary distresses of the survivors. None seemed to have so forcible a claim on their pity as this forlorn and helpless stranger; and she alone, of forty souls, except a single ship-boy, survived the wreck of the Catharine. There perished, twelve seamen, two soldiers' wives, twenty-two dragoons and four officers, Lieutenant Stains, Mr. Dodd of the hospital-staff, Lieutenant Jenner, the representative of an ancient and respectable family in Gloucestershire, aged thirty-one and Cornet Burns, the son of an Ameri-

can loyalist of considerable property, who was deprived of every thing for his adherence to the British Government.—Having no dependence but on the promises of government to indemnify those who had suffered on that account he, after years of distress and difficulty, obtained a cornetcy in the 26th regiment of dragoons, then going to the West Indies, and was thus lost in his twenty-fourth year. This officer had intended embarking in another transport, and had actually sent his horse on board, when finding the Catharine more commodious, he gave her the preference, while the other put back to Spithead in safety. The mangled remains of Lieutenant Jenner were two days afterwards found on the beach, and interred with military honors.

But the Catharine was not the only vessel which suffered in the tempest. Those who on shore had listened to it raging on the preceding evening, could not avoid feeling the most lively alarm for the consequences; and early on the morning of the 18th of November, several pilots and other persons assembled on the promontory called the Look-out at Weymouth. Thence they too evidently discovered the distress and danger of many of the transports.

Soon after, a lieutenant of the navy, residing at Weymouth, applied to the major of a militia regiment, for a guard to be sent to the Chisell Bank, as a large ship, supposed to be a frigate, was on shore. This was immediately granted, and the major himself marched along with a captain's guard.

The violence of the wind was so great, that the party could with difficulty reach the place of their destination. There they found a large merchantman, the Æolus, laden with timber for government, on shore. Lieutenant Mason of the navy, and his brother, a midshipman, perished in her, and a number of men who would probably have been saved had they understood the signals from shore. The men of Portland who crowded down to the scene of desolation, meant to express, by throwing small pebbles at them, that they should remain on board, to make them hear was impossible, because they foresaw the ship would drive high on the bank. Should that be the case, they might soon leave her without hazard; and accordingly those who continued on board were saved, though many of them were dreadfully bruised.

Not far from the same place, the Golden Grove, another merchantman, was stranded, and in her Dr. Stevens and Mr. Burrows of St. Kitts, were lost. Lieutenant Colonel Ross, who was also there, escaped on shore. These two vessels

had struck against a part of the Passage-House, almost on the same spot where a French frigate, the Zenobia, had gone to pieces in 1763.

But the scene of distress was infinitely greater about four miles to the westward, where, as already related, the Catharine was wrecked. Along with her, nearly opposite to the villages of Fleet and Chickerell, the Piedmont and Venus, two transports, and soon after the Thomas, a merchantman, shared the same fate.

One hundred and thirty-eight soldiers of the 63d regiment, under the command of Captain Barcroft, were on board the Piedmont; also Lieutenant Ash and Mr. Kelly, surgeon of the same regiment. Of all these, only Serjeant Richardson, eleven privates, and four seamen, survived the catastrophe; all the rest perished.

Captain Barcroft's life had passed in the service. While yet a very young man, he served in America during the war between England and her colonies; and being then taken prisoner, was severely treated. On commencement of the war which has so many years desolated Europe, he raised a company in his native country, and served with it on the Continent during the campaign of 1794. Under a heavy fire of the enemy, he was one of the last men who retreated with it along a single plank, knee-deep in water, from the siege of Nimeguen. In a few months after the disastrous retreat on the Continent, in the winter 1794, he was ordered to the West Indies, and, in the outset of his voyage, perished in the tempest.

Of the few who reached the shore from the Piedmont, there was scarce one who was not dreadfully bruised, and some had their limbs broken. An unfortunate veteran of the 63d, though his leg was shockingly fractured, had sufficient resolution to creep for shelter under a fishing boat which lay inverted on the further side of the bank. There his groans were unheard until a young gentleman, Mr. Smith, a passenger in the Thomas, who had himself been wrecked, and was now wandering along the shore, discovered him. In this ship, the Thomas, bound to Oporto, the master, Mr. Brown, his son, and all the crew, except the mate, three seamen and Mr. Smith, were lost. The last was on his way to Lisbon; but his preservation was chiefly in consequence of his remaining on board after all the rest had left the ship, or were washed away by the waves. She had then drifted high on the bank, when he leaped out of her and reached the ground.

Though weak and encumbered by his wet clothes, he gained the opposite side of the bank, but on gazing on the dreary beach around him, he considered himself cast away on an uninhabited coast. At length he observed a fishing-boat, and approaching it, heard the groans of the unfortunate old soldier, whom he attempted to relieve. But alone he found himself unable to fulfil his intention, and it was a considerable time before he observed any means of assistance near. At last, perceiving a man at some distance, he hastened to him, eagerly inquiring whether a surgeon could be procured for a poor creature with a broken limb, who lay under the boat. Probably the man showed little alacrity, for Mr. Smith found it necessary to purchase his good offices by a gift of half a-guinea, which he imagined would induce him to seek what was so much required. But the man, pocketing the half-guinea with the greatest composure, said he was a king's officer, and must see what bales of goods were driven on shore; then telling Mr. Smith there was a ferry about four miles off, by which he might get to Weymouth. The youth was thus disappointed of his humane design, and the soldier died in that deplorable condition before any other aid attained him.

In the Thomas, the vessel to which Mr. Smith belonged, he witnessed scenes not less distressing. Mr. Brown, the master of the vessel, was carried away by an immense wave just as he was stripping off his clothes to endeavor to save himself. His son exclaiming, "Oh my father, my father! my poor father!" instantly followed. The bodies of both were afterwards found and interred at Wyke.

Of ninety-six persons on board the Venus, only Mr. John Darley of the hospital staff, serjeant-major Hearne, twelve soldiers, four seamen and a boy were saved. Mr. Darley escaped by throwing himself from the wreck at a moment when it drifted high on the stones; he reached them without broken limbs, but, overtaken by the furious sea, he was carried back, not so far, however, that he was incapable of regaining the ground. Notwithstanding the weight of his clothes and his exhausted state, he got to the top of the bank, but there the power of farther exertion failed, and he fell. While lying in this situation, trying to recover breath and strength, a great many people from the neighboring villages passed him; they had crossed the Fleet water in the hopes of sharing the plunder of the vessels which the lower inhabitants of the coast are too much accustomed to consider their right.

Mr. Darley seems to have been so far from meeting with

assistance from those who were plundering the dead, without thinking of the living, that although he saw many boats passing and repassing the Fleet water, he found great difficulty in procuring a passage for himself and two or three fellow-sufferers who had now joined him. But having passed it he soon met with Mr. Bryer, to whose active humanity all the sufferers were eminently indebted.

Before the full extent of this dreadful calamity was known at Weymouth, the officers of the South Gloucester Militia, with equal humanity, were devising how they might best succour the survivors, and perform the last duties to the remains of those who had perished. On the morning of the 19th of November, one of them, accompanied by Mr. Bryer of Weymouth, rode to the villages where those who had escaped from the various wrecks had found a temporary shelter. In a house at Chickerell, they found Serjeant Richardson and eleven privates of the 63d regiment; two of the latter had fractured limbs, and almost all the rest either wounds or bruises. In other houses the sufferers had been received, and were as comfortably accommodated as circumstances would admit.

The gentlemen then crossed the Fleet water to the beach, and there, whatever idea was previously formed of it, the horror of the scene infinitely surpassed expectation; no celebrated field of carnage ever presented, in proportion to its size, a more awful sight than the Chisell Bank now exhibited. For about two miles it was strewed with the dead bodies of men and animals, with pieces of wreck and piles of plundered goods, which groups of people were carrying away, regardless of the sight of drowned bodies that filled the new spectators with sorrow and amazement.

On the mangled remains of the unfortunate victims, death appeared in all its hideous forms. Either the sea or the people who had first gone down to the shore, had stripped the bodies of the clothes which the sufferers had wore at the fatal moment. The remnants of the military stock; the wristbands, or color of a shirt, or a piece of blue pantaloons, were all the fragmants left behind.

The only means of distinguishing the officers was the different appearance of their hands from those of men accustomed to hard labor; but some were known by the description given of them by their friends or by persons who were in the vessels along with them. The remains of Captain Barcroft were recognised by the honorable scars he had received in the service of his country, and the friends and re-

latives of him, and several more, had the satisfaction of learning that their bodies were rescued from the sea, and interred with military honors.

Early in the morning of the 20th of November, a lieutenant of the militia regiment who had been appointed to superintend the melancholy office of interment, repaired to the scene of destruction. But from the necessary preliminaries of obtaining the authority of a magistrate to remove the bodies, not more than twenty-five were buried that day. The bodies of Captain Barcroft, Lieutenant Sutherland, Cornet Graydon, Lieutenant Ker and two women, were then selected to be put into coffins. Next day, those of Lieutenant Jenner and Cornet Burns, being found, were distinguished in the like manner.

The whole number of dead found on the beach, amounted to two hundred and thirty-four; so that the duty of interment was so heavy and fatiguing, that it was not until the twenty-third that all the soldiers and sailors were deposited. Of these there were two hundred and eight, and they were committed to the earth as decently as circumstances would admit, in graves dug on the Fleet side of the beach, beyond the reach of the sea, where a pile of stones was raised on each, to mark where they lay. Twelve coffins were sent to receive the bodies of the women, but nine only being found, the supernumerary ones were appointed to receive the remains of the officers.

Two waggons were next sent to the Fleet water to receive the coffins, in which the shrouded bodies of seventeen officers and nine women had been placed, and on the 24th were carried to the church-yard at Wyke, preceded by a captain, subaltern and fifty men of the Glocester Militia, and attended by the young gentleman before mentioned, Mr. Smith as chief mourner. The officers were interred in a large grave, north of the church-tower, with military honors, and Lieutenant Ker in a grave on the other side of the tower. The remains of the nine women, which had been deposited in the church during the ceremony, were next committed to the earth.

Two monuments have been erected in commemoration of the unfortunate sufferers, the first bearing the following inscription:

To the memory of Captain Ambrose William Barcroft, Lieutenant Harry Ash and Mr. Kelly, surgeon of the 63d regiment of Light Infantry; of Lieutenant Stephen Jenner, of the 6th West India regiment; Lieutenant Stains of the 2d

West India regiment and two hundred and fifteen soldiers and seamen and nine women, who perished by shipwreck on Portland Beach, opposite the villages of Langton, Fleet and Chickerell, on Wednesday the eighteenth day of November, 1795.

On the second monument is inscribed,

Sacred to the memory of Major John Charles Ker, Military Commandant of Hospitals in the Leeward Islands, and to that of his son, Lieutenant James Ker, of the 40th regiment of foot, who both departed this life on the 18th of November 1795, the first aged 40 and the latter 14 years.

The fate of both was truly deplorable, and is a melancholy example of the uncertainty of human affairs.

They were embarked in the Venus transport, and left Portsmouth the 15th of November, with a fleet full of troops, destined to the West Indies, under the command of General Sir Ralph Abercrombe.

A storm having arisen on the 17th which lasted till the next day, many of the ships were lost, and the Venus wrecked on Portland Beach.

The major's body could not be found, although it is possible it may have been among the many others which were driven ashore and buried in this church-yard.

His son's corpse was ascertained, and lies interred under this stone, which was raised by his brother, John William Ker, Esq.

WRECK OF THE BRITISH SHIP SIDNEY.

ON A REEF OF ROCKS IN THE SOUTH SEA

The Sidney left Port Jackson, on the coast of New Holand, on the 12th of April, 1806, bound to Bengal. Intending to proceed through Dampier's Straits, her course was di-

rected as nearly as possible in the track of Captain Hogan of the Cornwallis, which, as laid down in the charts, appeared a safe and easy passage. But, on the 20th of May, at one A. M. we ran upon a most dangerous rock, or shoal in 3 20 south latitude, and 146 50 east longitude, and as this reef is not noticed in any map or chart, it appears that we were its unfortunate discoverers.

On Sunday 25 fathoms of water were found over the taffrail, and six fathoms over the larboard gangway; only nine feet on the starboard side, and 12 feet over the bows. One of the boats was immediately got out, with a bower-anchor; but on sounding, at the distance of ten fathoms from the ship, no ground could be found with sixty fathoms of line.

When she struck it must have been high water, for at that time there was no appearance of any reef or breaker; but as the water subsided, the shoal began to show itself, with a number of small black rocks. The ship had been striking very hard, and began to yield forward. At three A. M. there were six feet water in the hold, and increasing rapidly; at five the vessel was setting aft, and her top sides parting from the floor-heads.

Upon consultation with my officers, it was our unanimous opinion, that the ship was gone beyond recovery, and that no exertions could avail for her safety. We therefore employed all hands in getting the boats ready to receive the crew, who were 108 in number. Eight bags of rice, six casks of water and a small quantity of salted beef and pork, were put into the long-boat as provisions for the whole; the number of the people prevented us from taking a larger stock, as the three boats were barely sufficient to receive us all with safety.

We remained with the Sidney until five P. M. on the twenty-first of May, when there were three feet of water on the orlop deck; therefore we now thought it full time to leave the ship to her fate, and to seek our safety in the boats. Accordingly, I embarked in the long-boat with Mr. Trounce, second officer, and 74 Lascars; Mr. Robson and Mr. Halkart with 16 Lascars, were in the cutter, and the jolly-boat was allotted to 15 Dutch Malays, and one Seapoy.

Being desirous to ascertain the position of the reef, which could be done by making the Admiralty Islands, our course was shaped thither, steering north by east and half east. During the night, it blew fresh, and the long-boat having made much water, we were obliged to lighten her, by throwing a great deal of lumber, and two casks of water, overboard. The

three boats kept close in company, the long-boat having the jolly-boat in tow.

Finding at day-light that the cutter sailed considerably better, I directed Mr. Robson that the jolly-boat might be taken in tow by her. But the wind increasing as the morning advanced, and a heavy swell rising, the jolly-boat, while in tow by the cutter, sunk at ten o'clock, and all on board, to the number of 16, perished. It was lamentable to witness the fate of these unhappy men, and the more so, as it was not in our power to render them the smallest assistance.

The Admiralty Islands were seen at noon of the 22d. bearing N. N. E. three our four leagues distant, and as we had run about fifty-eight miles in the boats, upon a N. by E. half E. course, the situation of the shoal where the Sidney struck was accurately ascertained, and will be found as above laid down.

From the Admiralty Islands, we continued standing to the westward, and on the twenty-fifth, made a small island, on which, from its appearance, I was induced to land in quest of a supply of water. Therefore Mr. Robson, myself, and 20 of our best hands, armed with heavy clubs, brought from New Caledonia, (our fire-arms being rendered useless from exposure to the rain) landed through a high surf, to the utmost astonishment of the inhabitants.

As far as might be judged, they had never before seen people of our complexion. The men were tall and well made, wearing their hair plaited and raised above the head; they had no resemblance to Malays or Caffres; and excepting their color, which was of a light copper, they had the form and features of Europeans. They were entirely naked. We also saw a number of women, who were well formed, and had mild and pleasing features.

We were received on the beach by about twenty natives, who immediately supplied each of us with a cocoa-nut. We succeeded in making them understand that we wanted water, on which they made signs for us to accompany them to the interior of the island; on compliance, after walking about a mile, they conducted us into a thick jungle, and, as their number was quickly increasing, I judged it imprudent to proceed further. Thus returning to the beach, I was alarmed to find that 150, or more, of the natives had assembled, armed with spears eight or ten feet long. One of them, an old man of venerable appearance, and who seemed to be their chief, approached, and threw his spear at my feet, expressing as I un-

derstood, of his wish that we should part with our clubs in like manner. Perceiving at this time that a crowd of women had got hold of the stern-fast of the cutter, and were endeavoring to haul her on shore from the grapnel, we hastily tried to gain the boat. The natives followed us closely; some of them pointed their spears at us as we retreated, and some were thrown, though happily without effect; and to us they seemed to be very inexpert in the management of their weapons.—On my getting into the water, three or four of the natives followed me, threatening to throw their spears, and when I was within reach of the boat, one of them made a thrust, which was prevented from taking effect by Mr. Robson, who warded off the weapon. When we had got into the boat, and were putting off, they threw, at least, 200 spears, none of which struck, excepting one, which gave a severe wound to my cook, entering immediately above the jaw, and passing through his mouth.

Having escaped this perilous adventure we pursued our course, and got as far as Dampier's Straits, in as favorable circumstances as our situation could well admit. But the Lascars, now being within reach of land, became impatient to be put on shore. It was in vain that I exhorted them to persevere; they would not listen to argument, and expressed their wish rather to meet with immediate death on shore, than to be starved to death in the boats. Yielding to their importunity, I at length determined to land them on the north-west extremity of the island of Ceram, from whence they might travel to Amboyna in two or three days. Being off that part of the island on the ninth of June, Mr. Robson volunteered to land a portion of the people in the cutter, to return to the long-boat, and the cutter to be then given up to such further portion of the crew as chose to join the party first landed.—Accordingly he went ashore with the cutter, but to my great mortification, after waiting two days, there was no appearance of his return or of the cutter.

We concluded that the people had been detained either by the Dutch or the natives. Yet as the remaining part of the Lascars were desirous to be landed, we stood in with the long-boat, and put them on shore near the point where we supposed the cutter to have landed her people.

Our number in the long-boat were now reduced to seventeen, consisting of Mr. Trounce, Mr. Halkart, myself and 14 Lascars and others. Our stock of provision was two bags of rice and one gang cask of water, with which we conceived

we might hold out until reaching Bencoolen, whither we determined to make the best of our way. The allowance to h man we fixed at one tea-cupful of rice and a pint of water daily, but we soon found it necessary to make a considerable reduction.

Proceeding through the straits of Bantam, we met in our course several Malay prows, none of which took notice of us excepting one, which gave chase for a day, and would have come up with us had we not got off under cover of a very dark night. Continuing onwards, we passed through the strait of Saypay, where we caught a large shark. Our spirits were much elated by this valuable prize, which we lost no time in getting on board; and having kindled a fire in the bottom of the boat, it was roasted with all expedition. Such was the keenness of our appetite, that although the shark must have weighed 150 or 160 pounds, not a vestige of it remained at the close of the day. But we were afflicted on the following day with the most violent complaint of the stomach and bowels, which reduced us exceedingly, and left us languid and spiritless, insomuch that we now despaired of safety.

On the 2d of July I lost an old and faithful servant, who died from want of sustenance; and on the fourth we made Java head; at the same time catching two large boobies, which afforded all hands a most precious and refreshing meal. At midnight of the ninth, we came to off Pulo Penang, on the west coat of Sumatra; but at day-light, when endeavoring to weigh our anchor and run close in shore, we were so much exhausted that our united strength proved insufficient to get it up.

On a signal of distress being made, a sanpan with two Malays came off, and as I was the only person in the long-boat who had sufficient strength to move, I accompanied them on shore. However, I found myself so weak on landing that I fell to the ground, and it was necessary to carry me to an adjacent house. Such refreshments as could be procured were immediately sent off to the long-boat, and we recruited so rapidly that in two days we found ourselves in a condition to proceed on our voyage. Having weighed anchor on the 12th of July, we set sail, and on the 19th arrived off the island of Bencoolen.

Here I met with an old friend, Captain Chauvet of the Perseverance, whose kindness and humanity I shall ever remember and gratefully acknowledge. On the day subsequent to my arrival, I waited on Mr Parr the resident, from whom I received every attention.

Leaving Bencoolen on the 17th of August, in the Perseverance, I arrived at Penang on the 27th, where I was agreeably surprized to meet my late chief mate Mr. Robson, who, along with the Lascars, had landed at Ceram. They reached Amboyna in safety, where they were received by the Dutch governor, Mr. Cranstoun, with a humanity and benevolence that reflect honor on his character. He supplied them with whatever their wants required. Mr. Robson was accommodated at his own table, and, on leaving Amboyna, he furnished him money for himself and his people, for the amount of which he refused to take any receipt or acknowledgment. He also gave Mr. Robson letters to the governor-general of Batavia, recommending him to his kind offices. Such honorable conduct from the governor of a foreign country, and with which we were at war, cannot be too widely promulgated. From Amboyna, Mr. Robson embarked in the Pallas a Dutch frigate, for Batavia, which on the passage thither was captured by his Majesty's ships Greyhound and Harriet, and brought to Prince of Wales's island.

From Penang I sailed to Bengal with the Paruna, Captain Denison, and arrived safely in Calcutta in the beginning of May, 1806

LOSS OF THE DUKE WILLIAM TRANSPORT.

The Duke William Transport, commanded by Captain Nicholls, was fitted out by him with all possible expedition in the year 1758, and lay at Spithead to receive orders. At length he proceeded to Cork, under convoy of the York man-of-war to take in soldiers for America, but just on approaching the Irish coast, a thick fog came on whereby he lost sight of the ship, and as it began to blow hard that night and the

next day, he was obliged to bear away for Waterford. When on Credenhead, guns were fired for a pilot; none, however, came off, and Captain Nicholls, being unacquainted with the harbor, brought the ship up, though the sea ran very high. A pilot at last came on board, but the transport broke from her anchor, and on getting under sail, it was almost dark. After running along for some time under the fore-top-sail, triple-reefed, and scarce in sight of land, Captain Nicholls cast anchor; and next morning to his great surprise, found high rocks so close astern, that he durst not veer away a cable.—The sheet anchor had been let go in the night, and was the chief means of preservation; the yards and topmasts were now got down, a signal of distress hoisted, and many guns fired. A boat then came from the windward, and a man in her said, if Captain Nicholls would give him fifty pounds, he would come on board, which being promised, he ascended the stern ladder. But when he found the ship so near the rocks, he declared that he would not remain on board for all the ship was worth. However, Captain Nicholls told him, that having come off as a pilot acquainted with the harbor, he should stay and called to the people in the boat to hoist their sails, as he was going to cut her adrift, which he did accordingly. Mean-time the pilot was in the greatest confusion; but the captain said it was in vain to complain, and if by cutting, or slipping the cables, he could carry the ship to a place of safety, he was ready to do it. The pilot replied, that he could neither take charge of her, nor venture to carry her in, for he apprehended the ship would be on shore, and dashed to pieces against the rocks, before she would veer; and if she did veer, that a large French East Indiaman had been lost upon the bar, which made the channel very narrow, and he did not know the marks, so as to carry her clear of the wreck. The ship now rode very hard, and it being Sunday a great many people were ready on shore to plunder her, should she strike. Of this Captain Nicholls entertained many apprehensions at low water, as she pitched so much; but fortunately, as the weather became more moderate, two English frigates which lay in the harbor, sent their boats to his assistance, and the custom-house smack arriving, he escaped, though very narrowly, from the threatened danger.

The Duke William soon afterwards proceeded to Cork to receive soldiers, and sailed from thence with a fleet of transports to Halifax, where they arrived safe, and went to besiege Louisbourg. After landing the troops, the transports, and

some of the men of war, went into Gabarus Bay, where the admiral allowed the captains of the former to land their men, being sickly, on a small peninsula, which they engaged to defend from the enemy. Four or five hundred people, therefore, immediately set to work, and cut a ditch, six feet wide and four feet deep, quite across the peninsula, as a protection against the Indians; they planted cannon, and also placed several swivels on the stumps of trees cut down for the purpose. Huts were next erected, gardens made, and the whole ground cleared and converted into pleasant arbours, from selecting portions of the shrubs and trees.

Here the captains of the transports remained some time, during which the sick recovered surprisingly, and cures were operated by a remarkable expedient, called a ground-sweat. This was digging a hole in the ground, and, being put into it naked, the earth was thrown over the patient up to the chin, for a few minutes. At first the earth felt cold, but it quickly brought on a gentle perspiration, which cured the disorder.—No one person died who underwent such treatment.

On the reduction of Louisbourg, the island of St. John, in the entrance of the Gulf of St. Lawrence, capitulated, and the inhabitants were to be sent to France in the English transports. They therefore left the peninsula, which the people had entrenched, and, after much bad weather, in which the Duke William parted her cable, and after a tedious passage, arrived at St. John's; but not without the whole fleet being in danger of shipwreck. A party of soldiers brought the inhabitants down the country to the different transports, and the Duke William, being the largest, the missionary priest, who was the principal man there, was ordered to go with Captain Nicholls. On his arrival, he requested permission for the other people who wished it, to come on board to be married, and a great many marriages followed, from an idea prevailing that all the single men would be made soldiers.

Nine transports sailed in company; Captain Wilson with Lord Rollo and some soldiers, and Captain Moore also with soldiers, under convoy of the Hind sloop of war; the rest being cartels, had no occasion for convoy. Captain Moore's vessel was lost going through the Gut of Canso, by striking on a sunken rock, whence the soldiers whom she carried were put on board Captain Wilson's ship bound to Louisbourg. Captain Moore, his son, mate and carpenter, took a passage in the Duke William.

Contrary winds obliged the fleet to lie in the Gut of Can-

so, where the French prisoners were permitted to go ashore frequently, and remain there all night, making fires in a wood to keep themselves warm, and some of them obtained muskets from Captain Nicholls for shooting game, as they were not afraid of meeting with the Indians. About three hours after departing, one of them came running back, and begged, for God's sake, that the Captain would immediately return on board with his people, as they had met with a party of Indians, who were coming down to scalp them. Captain Nicholls, with the other masters and sailors, hastily went off, and had scarce got on board when the Indians actually reached the place that they had left. Thus they had a very narrow escape of being murdered and scalped, had not the French been faithful, and Providence interposed.

The fleet, in gaining the Gut of Canso, had been assailed by dangers. During a fine night, some of the transports, worked within the Gut, but Captain Nicholls, and Captain Johnson of the Parnassus, cast anchor without it.

In the night a hard gale arose, and increased so much, that the latter let go three anchors, yet the ship drove ashore and was lost. Another ship, the Narcissus, also parted from her anchors, and was obliged to run ashore, and most of the rest suffered damage. When the weather became somewhat moderate, Captain Nicholls, found that all the French prisoners on board the Parnassus, had gained the land, and had made themselves large fires in the woods, on account of the cold showery weather which prevailed; and, on joining them there, he told them, to their great joy, that he would send boats to carry them off. This he did next morning, and, finding it impossible to save the hull of the Parnassus, though another ship was got off shore, every thing worth saving was taken out of her, and in particular one of the pumps, which was carried on board the Duke William to serve in case of emergency.

On the 25th of November 1758, Captain Nicholls sailed from the Bay of Canso, leading other six transports, with a strong breeze at north-west. All the captains agreed to make the best of their way to France, and not to go to Louisbourg, as it was a bad time of the year to beat on that coast, and then took leave of the agent who was bound thither.

The third day after being at sea, a storm blew in the night; being dark with thick weather and sleet, the Duke William parted company with three of the ships, and the storm still continuing, in a day or two parted with the rest. Neverthe-

less the ship remained in good condition, and, though the sea was mountains high, she went over it like a bird, and made no water. On the 10th of December, Captain Nicholls saw a sail, which proved to be one of the transports, the Violet, Captain Sugget. On coming up he asked how all were on board, to which Captain Sugget replied, " In a terrible situation. He had a great deal of water in the ship; her pumps were choked, and he was much afraid that she would sink before morning." Captain Nicholls begged him to keep up his spirits, and said, that, if possible, he would stay by him and spare him the pump he had got out of the Parnassus; he also told him that, as the gale had continued so long, he hoped that it would moderate after twelve o'clock. Unfortunately, however, it rather increased, and, on changing the watch at twelve, he found that he went fast a-head of the Violet, whence, if he did not shorten sail, he would be out of sight of her before morning. Captain Nicholls then consulted with Captain Moore and the mate, on what was most proper to be done, and all were unanimous, that the only means of saving the people in the Violet, was to keep company with her until the weather should moderate, and that the main-topsail should be taken in.

Therefore, the main-topsail of the Duke William was taken in, and three pumps got out to be ready in case of necessity. The spare pump was forced down an after hatchway, and shipped in an empty butt, of which the French had brought several on board to wash in. Every thing was preparing, both for pumping and bailing, should it be required, and the people of the transport thought themselves secure against all hazards; they now believed that the Violet gained on them, and were glad to see her quite plain about four o'clock in the afternoon.

On changing the watch they found the ship still tight and going very well, the carpenter assuring Captain Nicholls that there was no water to strike a pump. He, fatigued with walking the deck so long, designed going below to smoke a pipe of tobacco to beguile time, and desired the mate to acquaint him immediately should any alteration take place.

The board next the lower part of the pump had been driven to see how much water was in the well; and every half hour, when the ball was struck, the carpenter went down. As he had hitherto found no water, Captain Nicholls felt quite comfortable in his situation in particular, and, on going below, ordered a little negro boy, whom he had as an apprentice, to get him a pipe of tobacco

Soon after filling and lighting his pipe, he was thrown from his chair, while sitting in his state-room, by a blow that the ship received from a terrible sea; on which he dispatched the boy to ask Mr. Fox, the mate, whether any thing was washed over. Mr. Fox returned answer, that all was safe, and he saw the Violet coming up fast. Captain Nicholls then being greatly fatigued, thought he would endeavor to procure refreshment from a little sleep, and, without undressing, threw himself on the side of his bed. But before his eyes were closed, Mr. Fox came to inform him that the carpenter had found the water above the kelson, and that the ship had certainly sprung a leak; he immediately rose and took the carpenter down to the hold along with him, when, to his infinite surprise, he heard the water roaring in dreadfully. On further examination, he found that a butt had started, and the more they endeavored to press any thing into it the more the plank forsook the timber. Therefore they went on deck, to encourage the people at the pumps, after making a mark with chalk to ascertain how the water gained upon them.

Captain Nicholls, considering the case desperate, went to all the Frenchmen's cabins, begging them to rise; he said, that, although their lives were not in danger, their assistance was desired at the pumps, where it would be of the greatest service. They got up accordingly, and cheerfully lent their aid By this time it was day-light, when, to the great surprise and concern of the Duke William's people, they saw the Violet on her broadside at a little distance, the fore yard broke in the slings, the fore-topsail set, and her crew endeavoring to free her of the mizen-mast; probably she had just then broached to by the fore-yard giving way. A violent squall came on, which lasted for ten minutes, and when it cleared up, they discovered that the unfortunate ship had gone to the bottom, with nearly four hundred souls. The stoutest was appalled by the event, especially as their own fate seemed to be approaching.

All the tubs above mentioned were prepared, and gangways made; the Frenchmen assisted, and also the women, who behaved with uncommon resolution. The hatches were then opened, and as the water flowed fast into the hold, the tubs being filled, were hauled up and emptied on the upper deck; which, with three pumps constantly at work, and bailing out of the gun-room scuttle, discharged a great quantity of water. A seam would have done them little injury; but a butt's end was more than they could manage, though every method that

could be deemed serviceable was tried. The spritsail was quilted with oakum and flax, and one of the top-gallant sails was prepared in the same manner, to see whether any thing would sink into the leak, but all in vain.

In this dismal condition the transport continued three days; notwithstanding all the exertions of the people, she was full of water, and they expected her to sink every minute. They had already got the whole liquor and provisions. The hold now being full, and the ship swimming only by the decks from the buoyancy of empty casks below, the people, about six o'clock on the fourth morning, came to Captain Nicholls, declaring that they had done all that lay in their power, that the ship was full of water, and that it was in vain to pump any more. Captain Nicholls acknowledged the truth of what they said; he told them that he could not desire them to do more, that they had behaved like brave men, and must now trust in Providence alone, as there was no expedient left for saving their lives.

He then acquainted the priest with their situation; that every method for saving the ship and the lives of the people had been adopted, but that he expected the decks to blow up every moment. The priest was stunned by the intelligence, but answered, that he would immediately go and give his people absolution for dying; "which he did," says Captain Nicholls; "and I think a more melancholy scene cannot be supposed than so many people, hearty, strong and in health, looking at each other with tears in their eyes, bewailing their unhappy condition. No fancy can picture the seeming distraction of the poor unhappy children clinging to their mothers, and the wives hanging over their husbands, lamenting their miserable fate:—Shocking situation! words cannot describe it."

Captain Nicholls then called the men down the main-hatchway, along with him, to examine the leak in the hold. He told them they must be content with their fate; and as they were certain they had done their duty, they should submit to Providence with pious resignation. He walked on deck with Captain Moore, desiring him to devise any expedient to save them from perishing. With tears in his eyes, Captain Moore assured him that he knew of none, as all that could be thought of had been used. Providence, in Captain Nicholls' belief, induced him to propose attempting to hoist out the boats, so that if a ship should appear, their lives might be saved, as the gale was more moderate. But to this proposal, Captain Moore said it would be impossible, as every body would en-

deavor to get into them. Captain Nicholls, however, was of a different opinion, observing, that, under their severe trial, the sailors had behaved with uncommon resolution, and were very obedient to his commands, he flattered himself that they would all continue so: and all were sensible, that in case the ship broached to, the masts must be cut away, to prevent her from oversetting; when it would be beyond their power to hoist out the boats. He then called the mates, carpenters and men and proposed to get out the boats, at the same time acquainting them that it was to save every soul on board if possible, and declaring that if any person should be so rash as to insist on going into them, besides those he should think proper, that they should immediately be scuttled. But all solemnly maintained that his commands should be as implicitly obeyed as if the ship had been in her former good condition; thus setting an example which is rarely to be found.

Captain Nicholls then went to acquaint the chief prisoner on board with what was about to be attempted. He was an hundred and ten years old, the father of the whole island of St John's, and had a number of children, grand-children and other relations, in the ship. His observation was, that he was convinced Captain Nicholls would not do a bad action, for, by experience, he had found how much care he had taken of him and his friends, and likewise what endeavors had been used to save the ship and their lives; therefore they were ready to assist in any thing he should propose. Captain Nicholls assured him that he would not forsake them, but run an equal chance; this he thought the only means of saving their lives, should it please Providence to send any ship to their assistance, and it was their duty to use all means given to them.

He next asked Mr. Fox and the carpenter whether they were willing to venture in the long-boat, to which they boldly answered in the affirmative, as, whether they perished on the spot, or a mile or two farther off, was a matter of very little consequence, and as there was no prospect but death in remaining, they would willingly make the attempt. Captain Moore, the carpenter and mate, also willingly agreed to his proposal to go in the cutter.

The cutter was accordingly got over the side, and the ship lying pretty quiet, they cut the tackles, when she dropt very well into the water, and the penter brought her up. They next went to work with the long-boat, and day-light having fairly come in, gave them great spirits, as they flattered them-

selves, should it please God Almighty to send a ship, it would be in their power to save all their lives, the weather being now much more moderate than before.

The mate and carpenter having cut the runners, the long-boat fell into the water as well as the cutter had done, and a proper penter being made fast, she brought up properly.

People were stationed at the main and fore-topmast heads to look out for a sail, when to the unspeakable joy of all on board, the man at the main-topmast cried out that he saw two ships right astern making after the transport. Captain Nicholls having acquainted the priest, and the old gentleman, with the good news, the latter took him in his aged arms, and wept for joy. The captain ordered the ensign to be hoisted to the main-topmast shrouds, and the guns to be got all clear for firing. The weather was very hazy, and the ships not far distant when first discovered; whenever the transport hoisted her signal of distress, they shewed English colors, and seemed to be West Indiamen; of about three or four hundred tons.

Captain Nicholls continued loading and firing as fast as possible, when he perceived the two ships speak with each other, and setting their foresail and topsails, they hauled their wind, and stood off. Supposing that the size of his ship, and her having so many men on board, added to its being the time of war, might occasion distrust, he ordered the main-mast to be cut away to undeceive them. People had been placed in the shrouds to cut away in case of necessity; but one of the shrouds not being properly cut, checked the main-mast and made it fall right across the boats. On this Captain Nicholls hastily run aft, and cut the penters of both the boats, otherwise they would have been staved to pieces, and sunk immediately. A dismal thing it was to cut away what could be the only means of saving the people's lives, and at the same time see the ships so basely leave them. No words can picture their distress; driven from the greatest joy to the utmost despair, death now appeared more dreadful. They had only the foresail hanging in the brails; and the braces of both penters being rendered useless by the fall of the main-mast, and the yard flying backward and forward by the rolling of the ship, rendered them apprehensive that she would instantly overset. The ship ran from the boats, until they remained just in sight; and finding they made no endeavor to join her, though each was provided with oars, foremast and foresail, Captain Nicholls consulted with the boatswain on what was most proper to be done in their dangerous condition. He said

that he thought they should bring the ship to at all events, though he acknowledged it a dreadful alternative to hazard her oversetting; the boatswain agreed that it was extremely dangerous, as the vessel steered very well. However, Captain Nicholls finding that the men in the boat did not attempt to join him, called the people aft, and told them his resolution. They said it was desperate, and so was their condition, but they were ready to do whatever he thought best. But Captain Moore seemed to be quite against it. Captain Nicholls then acquainted the old gentleman, the priest and the rest of the people, who were pleased to say, let the consequence be what it might, they should be satisfied, he had acted for the best, and all were resigned to the consequences.

He therefore ordered men to every fore shroud, and one with an axe to the fore-mast to cut it away should that measure become indispensible. But his own situation he declares to have been in the meantime dreadful; in reflecting that this alternative, though in his judgment right, might be the means of sending nearly four hundred souls to eternity. However, the Almighty endowed him with resolution to persevere, and he gave orders to bring the ship to. In hauling out the mizen, which had been greatly chafed, it split; a new staysail was then bent to bring the ship to, which had the desired effect after a considerable time, for a heavy sea striking on the starboard quarter, excited an apprehension that it would be necessary to cut away the mast. When the men in the yawl saw the ship lying to for them, they got up their foremast, and run on board, holding the sheets in their hands on account of the wind; and as soon as they arrived some men were sent to row to the assistance of the long-boat. They soon joined her, got her foremast up, set the sail, as the cutter likewise did, and to the great joy of all, reached the ship in safety.

Just as the boats came up, the people at the mast-head exclaimed, "A sail! a sail!" and the captain thought it better to let the ship lie, as by seeing the main-mast gone, it might be known that she was in distress. The weather was hazy, and he could see to no great distance, but the strange vessel was soon near enough to perceive and hear his guns. She had scarce hoisted her colors, which were Danish, when her main-topsail sheet gave way; on observing which, Captain Nicholls conceiving her main-topsail was to be clewed up, and she would come to his assistance, immediately imparted the good news to the priest and the rest. Poor deluded people, they hugged him in their arms, calling him their friend and

preserver; but, alas! it was short lived joy, for as soon as the Dane had knotted, or spliced her topsail sheet, she stood away, and left them. "What pen is able," says Captain Nicholls, "to describe the despair that reigned in the ship!" The poor unhappy people wringing their hands, cried out, "that God had forsaken them."

It was now about three in the afternoon; Captain Nicholls wore the ship, which she bore very well, and steered tolerably before the wind.

Towards half an hour afterwards, the old gentleman came to him in tears, and taking him in his arms, said he came by desire of the whole people to request that he and his men would endeavor to save their lives in the boats, and as these were insufficient to carry more, they would by no means be accessary to their destruction; they were well convinced by their whole conduct that they had done every thing in their power for their preservation; but that God Almighty had ordained them to perish, though they trusted he and his men would get safe on shore. Such gratitude for only doing a duty in endeavoring to save the lives of the prisoners, as well as their own, astonished Captain Nicholls; he replied, that there was no hopes of life, and as all had embarked in the same unhappy voyage, they should all take the same chance. He thought that they ought to share the same fate. The old gentleman said that should not be, and if he did not acquaint his people with the offer he should have their lives to answer for. Accordingly the captain mentioned it to Captain Moore and the people. They said that they would with the greatest satisfaction remain, could any thing be devised for the preservation of the others; but that being impossible, they would not refuse to comply with their request. The people then thanking them for their great kindness, with tears in the eyes of all, hastened down the stern ladder.

As the boats ranged up by the sea under the ships counter, those that went last cast themselves down, and were caught by the men in the boat. Captain Nicholls told them, he trusted to their honor that they would not leave him, as he was determined not to quit the ship until it was dark, in hopes that Providence would yet send something to their aid; the whole assured him that he should not be deserted.

He had a little Norse boy on board, whom no entreaties could persuade to enter the boat until he himself had done so; but as it was growing dark, he insisted on the boy's going, saying he would immediately follow him The boy

obeyed, and got on the stern ladder, when a Frenchman whom the dread of death induced to quit his wife and children unperceived, made over the taffrail and trod on the Norse boy's fingers. The boy screamed aloud, which led Captain Nicholls to believe that some person was in danger, and on repairing to the place, followed by the old gentleman, they found to their great surprise, that the man, who had a wife and children on board, was attempting to get away and save himself. The old gentleman calling him by his name, said he was sorry to find him base enough to desert his family. He seemed ashamed of what he had done, and returned over the taffrail. By this time, the people of the boat begged the captain to come, as the blows she received from below the ship's counter, were like to sink her.

Captain Nicholls seeing the priest stretching his arms over the rails in great emotion, and apparently under strong apprehensions of death, asked him whether he was willing to take his chance in the boat. He replied in the affirmative, if there was room; and on learning that there was, he immediately went and gave the people his benediction; and after saluting the old gentleman, tucked up his conical robes and forsook the vessel. Captain Nicholls saluted him likewise, and several others, and then left them praying for his safety.

When he entered the boat he bid the sailors cast her adrift; it was very dark, and they had neither moon nor stars to direct them. "What a terrible situation!" he exclaims, "we were twenty-seven in the long-boat, and nine in the cutter, without victuals or drink." Uncertain of their distance from the English coast, they agreed to keep as close as possible to the ship.

It began to blow very fresh, with sleet and snow; the people were fatigued to the uttermost, from working so long at the pumps, and after sitting in the wet and cold, they began to wish that they had staid in the ship and perished, as now they might die a lingering death. Either alternative was awful. Destitute of provision, it was most probable that one must be sacrificed by lot to keep the others alive; and their dismal situation, in arousing the most horrible anticipations, made them forbode the worst.

The boats now began to make water, yet the men refused to bail them, they were in a state of such extreme weariness, and not having slept for four nights, became regardless of their fate. Captain Nicholls, nevertheless, prevailed on them to free the long-boat of water.

Having a brisk gale, they soon run a long way from their unfortunate ship, when to their great distress, it fell quite calm at ten in the morning. This threw the people in despair, their courage began to fail, and as they could not expect to live so long as to make the land, death seemed again staring them in the face.

Some time after this unlucky party forsook the ship, four of the French prisoners let a small jolly-boat, which was still remaining, overboard, with two small paddles, and swam to her; and just as they left the vessel, her decks blew up with a report like a gun. She sunk in the ocean, and three hundred and sixty souls perished with her.

Captain Nicholls, at length observing the water colored, asked whether they had any twine, on which one of them gave him a ball from his pocket; they knocked the bolts off the knees of the long-boat, wherewith to make a deep-sea lead, and sounding with it were rejoiced to find only 45 fathom water. But the people complaining greatly of hunger and thirst, Captain Nicholls said he was sorry to acquaint them that he had nothing for them to eat or drink, yet encouraged them to bear up with manly resolution, as by their soundings they were near Scilly, and he doubted not, if it cleared, that they should see the land.

The little Norse boy, who had always kept close by the captain, now said that he had got some bread, and on taking it from the bosom of his shirt, it proved to be like baker's dough; however, it was bread, and very acceptable. The whole might amount to about four pounds; and Captain Nicholls having put it into his hat, distributed it equally, calling for those in the yawl to receive their share. But instead of being a relief, it increased their troubles, for being wet and clammy, it hung to the roof of their mouths, having nothing to wash it down. Mr. Fox had some allspice also, which was of little service; having been cut in pieces, the people forced it down their throats, which created some saliva, and by that means it was swallowed.

About noon, a light air sprung up at south-west. Each boat had a fore-mast, fore-sail and oars; but owing to the boats having been foul of the main-mast, all the oars were washed away except two from each. Captain Nicholls was told, in answer to his inquiries concerning a noise among the crew, that two seamen were disputing about a couple of blankets, which one of them had brought from the ship. These blankets he ordered to be thrown overboard, rather than they

should be suffered to breed any quarrel, as in their unhappy condition it was no time to have disputes. But on reflection, having desired that they should be brought to him, he thought of converting them to use, by forming each into a main-sail. Therefore, one oar was erected for a main-mast, and the other broke to the breadth of the blankets for a yard. The people in the cutter observing what was done in the long-boat, converted a hammock which they had on board into a main-sail.

At four in the afternoon it cleared up, when the adventurers descried a brig about two miles distant, to which Captain Nicholls ordered the cutter to give chase, as it being lighter than the long-boat, would sooner get up, and let her know their distress. But the brig, seeing the boats after their course, directly stood from them, owing, as Captain Nicholls supposed, to their odd appearance. For war then prevailing, they were probably taken for the French lugsail-boats, that used to frequent the lands off Scilly. The cutter, however, gained fast on the brig, when, having got about half way, a very thick fog came on, and neither the brig nor the cutter were again seen from the long-boat.

Night fell, and the weather still continuing very foggy, the people, almost dead for want of sleep, reposed themselves, sitting half way in water, it being impossible for so many to find seats. Their captain, anxious for their lives and his own, strove to keep his eyes open, though it was the fifth night that he had taken no rest. About eleven o'clock, when every one was asleep but the helmsman and himself, he thought that he saw land. Yet he was determined not to call out land until he should be sure that it was so. He squeezed his eyelids together to let the water run out of his eyes, as he found them very dim.

Again he thought he saw land very plain, and was convinced that he could not be deceived. By this time the man at the helm had dropped asleep, and he took the tiller himself.—Some space longer elapsed before he would disturb any body, but at last he awoke Captain Moore, telling him he thought he saw land. Captain Moore only answered that they should never see land again. Captain Nicholls then awoke Mr. Fox, who had obtained a sound sleep, and seemed quite refreshed. He immediately cried out that they were near land and close in with the breakers. Lucky it was that he had been awakened, otherwise, Captain Nicholls, from being absolutely unacquainted with them, was satisfied that all on board would have perished.

At the word land every one awoke, and, with some difficulty, the boat cleared the rocks. At first the precise part of the English coast could not be ascertained, but, as it cleared more and more every moment, Captain Nicholls, on looking under the lee-leche of the blanket main-sail, discerned St. Michael's Mount in Mount's Bay. The boat would not fetch the land near Penzance, and, as she had no oars, it was determined to avoid steering round the Lizard and so for Falmouth, but to run her boldly on shore, whatever place she might chance to make. It was a fine night, and, after getting round the point, the people found the water very smooth keeping the boat close to the wind, they made between Penzance and the point.

Their joy at finding themselves in so favorable a situation, is not to be conceived; it gave them new life and strength.—Those who were forward, exclaimed that there were two rocks ahead, Captain Nicholls hastened before, and his sight having come well to him, he carried the boat between them without touching ground, and in a little time ran her ashore on a sandy beach.

The seamen leapt into the water, and carried the priest and the captain ashore. The former, kneeling down, made a short prayer, and then coming to embrace Captain Nicholls, called him his preserver, and said that he had rescued him from death.

Leaving the boat as she lay, all made the best of their way to the town of Penzance. But some of the people, with sleeping wet, were so much benumbed, that they could scarce get along; and captain Nicholls himself declares, that, from the time of the ship's springing a leak, until that hour, he had had no sleep, and very little sustenance. However, having fallen in with a run of fresh water on the road to Penzance, all were revived by drinking heartily of it.

The party, reaching the town about three in the morning, made up to a tavern where they saw a light, and, as it had been a market day, the mistress of the house was still up.—When Captain Nicholls entered by the door, which was not locked, she was undressing, with her back to a fire, the light he had seen, and being greatly alarmed, screamed, "Murder! thieves!"

The appearance of twenty-seven people at such an unseasonable hour, was certainly enough to create apprehension, especially from the condition which they were in. But the captain endeavoring to pacify her, requested she would call

her husband or servants, as they were shipwrecked men, and give them some refreshment. The landlord soon came, and, having provided provisions, the people got into as many beds as were there, while the rest of them slept on the floor by the side of the fire.

Next morning the captain, accompanied by the priest, went to the Mayor of the town to make a protest before a notary, and to see if he could get credit, as both he and the people were in want of every necessary, and it was many miles to London. The Mayor received him kindly, but told him that he was no merchant, and that he never supplied people in the condition that he was in, with money, but if he pleased, he would send a servant with him to Mr. Charles Langford, a merchant who generally supplied the masters of vessels in distress with necessaries. Mr. Langford received Captain Nicholls politely, but, in answer to his request for credit, said, that he had made a resolution not to supply with credit any man to whom he was an entire stranger, as he had been deceived by one very lately; and, though his might have been a large ship, to judge by the boat which was come on shore, he, the captain, might not be concerned in her, and, as he should want a great deal of money, he should beg to be excused.—Captain Nicholls answered, that he was partly owner of the ship, and Mr. Langford might be certain that his bills were duly honored. However, he said he could not do it.

Captain Nicholls, grievously disappointed, returned to the inn, where several tradesmen had arrived to furnish the people with clothes and other necessaries. He told the latter he could get no credit, but that they must travel on as far as Exeter, where he was sure of obtaining relief, which was very unwelcome news, as most of the people wanted shoes. The captain next requested the landlord of the inn to get them some breakfast, but he desired to be excused, and wished to know if the captain could get no credit, how he was to be paid. Captain Nicholls was quite at a loss how to act; being denied both credit and victuals, he thought that he would pawn or sell his ring, watch, buckles and buttons. Accordingly, returning to Mr. Langford, he begged he would give him what he thought proper for these things. He tookthe ring from his finger, the watch from his pocket, and, with tears in his eyes, was going to take the buckles from his shoes, when Mr. Langford prevented him, saying he should have credit for as much as he pleased, for he believed him to be an honest man, and saw that his people's distress touched him more, if possible,

than his own misfortunes. He then gave what money the captain required.

During these transactions, the second mate and the eight men belonging to the cutter arrived. They said it was so very thick they could not come up with the brig which they were in pursuit of, and that, seeing the Lands-End when it cleared, they got ashore. As nobody would buy the cutter, they had left her, and had inquired the way to Penzance, where, being in great distress, they rejoiced to meet their comrades.

Captain Nicholls went to the inn and discharged what was owing; on account of the unkindness which he had experienced, he resolved to stay no longer, and repaired to another house to breakfast. He next procured the necessaries wanted by his people, and then went with his mates to make a protest. But, not choosing that the declaration should proceed from his own mouth, Mr. Langford's son acted as interpreter to the French priest, who was to make it. The priest accordingly made a strong and full affidavit, that Captain Nicholls and his people had tried every means to keep the ship above water; that they had used the French all the time they were on board, with the greatest kindness and humanity, and that Captain Nicholls had parted from them with the greatest reluctance, and even at their own desire went into the boat, after all hopes of life were gone.

Having remained another day at Penzance to refresh the people, and getting credit for what was wanted, Captain Nicholls, Captain Moore and the officers set out in a carriage for Exeter, while the people, who had got a pass from the Mayor, walked on foot. At Redruth, a town in Cornwall, there were many French officers on parole, as also an English Commissary. Captain Nicholls accompanied the priest to the latter in quest of a pass to Falmouth, that he might embark in the first cartel for France; and here took leave of him.

Captain Nicholls having reached London, was under the necessity of being examined at the Admiralty and Navy Office, about the loss of the people and the ship, she being a transport in the service of government. The Lords of the Admiralty and Commissioners of the Navy told him that he might say more than any man living, as he had brought ashore with him the first man of France, a priest, of course an enemy to both their religion and country: if his behaviour had not been good, he would not have attempted it; but at the same time, they acknowledged that without such a proof, they

could not have believed, but finding all hopes gone, he and his people got away by some stratagem. They would pay they said to the hour that the ship foundered, and were very sorry that they could do no more.

The four Frenchmen above mentioned, who had left the transport in the little boat subsequent to the departure of Captain Nicholls and his men, got into Falmouth within two days.

So ended this dreadful and unfortunate voyage, with the loss of a fine ship and three hundred and sixty souls.

COMMODORE BARNEY.

No old Triton who has passed his calms under the bows of the long-boat could say of Joshua Barney that he came into a master's berth through the cabin windows. He began at the rudiments, and well he understood the science. All his predilections were for the sea.

Having deserted the counting room, young Barney, at the age of twelve, was placed for nautical instruction in a pilot-boat at Baltimore, till he was apprenticed to his brother-in-law. At the age of fourteen, he was appointed second mate, with the approbation of the owners, and before he was sixteen he was called upon to take charge of his ship at sea, in which the master had died. This was on a voyage to Nice. The ship was in such a state that it was barely possible to make Gibraltar, where for necessary repairs he pledged her for £700, to be repaid by the consignee at Nice, who however declined, and called in the aid of the Governor to compel Barney to deliver the cargo, which he had refused to do. He was imprisoned, but set at large on some intimation that he would do as desired, but when he came on board, he struck his flag, and removed his crew, choosing to consider his vessel as captured. He then set out for Milan, to solicit the aid of the British Ambassador there, in which he succeeded so well that the au-

thorities of Nice met him on his return to apologize for their conduct. The assignee paid the bond, and Barney sailed for Alicant, where his vessel was detained for the use of the great armada, then fitting out against Algiers, the fate of which was a total and shameful defeat. On his return home, his employer was so well satisfied with his conduct, that he became his firm friend ever after.

He soon offered himself as second in command on board the sloop Hornet, of ten guns, one of two vessels then preparing for a cruize under Commodore Hopkins, for this was in the early part of the revolution. The sloop fell in with a British tender, which she might have captured, but for the timidity of the American captain. The tender, mistaking her enemy, ran alongside and exposed herself to much danger.— Barney stood by one of the guns as the enemy came near, and was about to apply the match, when the bold commander commanded him to desist. Barney, whose spirit revolted at such a cause, threw his match-stick at the captain, with such force that the iron point stuck in the door of the round-house. This, in a youth not seventeen, urged well for the pugnacity of the man. At the end of this cruise, he volunteered on board the schooner Wasp, in which he soon had a brush with the Roebuck and another frigate, and with the aid of some galleys in which he had a command, the enemy was forced to retreat, with more loss than honor. Barney for his good conduct in this affair, was appointed to the command of the sloop Sachem, with the commission of lieutenant before he was seventeen.

Before the cruise, however, Captain Robinson took command of the Sachem, which soon had an action with a letter-of-marque of superior force and numbers. It was well contested, and nearly half the crew of the brig were killed or wounded. In about two hours the letter-of-marque struck — The captors secured a valuable prize, in a cargo of rum, and also a magnificent turtle intended as a present to Lord North, whose name was marked on the shell. This acceptable West Indian, Lieutenant Barney presented to a better man than it had been designed for, for he gave it to the Hon. R. Morris. On the return of the Sachem, both officers were transferred to a fine brig of fourteen guns, the Andrew Doria, which forthwith captured the Racehorse, of twelve guns and a picked crew. This vessel was of the Royal Navy, and had been detached by the Admiral purposely to take the Doria.

On this voyage a snow was captured, in which the Lieuten-

ant went as prize master, making up the crew partly of the prisoners. Being hard by an enemy's ship, he discovered signs of mutiny among his crew, and shot the ringleader in the shoulder; a proceeding that offered so little encouragement to his comrades, that they obeyed orders, and made sail, but it was too late to escape. The purser of the frigate which captured him, was on a subsequent occasion, so much excited as to strike Barney, who knocked him down, and went further in his resentment than fair fighting permits, for he kicked him down the gangway. The commander obliged the purser to apologize to Barney Having been captured in the Virginia frigate, which ran aground at the Capes, and was deserted by her commander, Barney, with five hundred other prisoners, was sent round, in the St. Albans frigate, to New York. As the prisoners were double in number to the crew, Barney, formed a plan of taking the ship, which was defeated or prevented by the treachery of a Frenchman.

Barney was a prisoner at New York, for five months, after which he took the command of a schooner of two guns, and eight men, with a cargo of tobacco for St. Eustatia, for he was better pleased to do a little than to do nothing. He was however, taken, after a running fight, by boarding, by a privateer of four large guns and sixty men. His next cruise was with his friend Robinson, in a private ship of ten guns and thirty-five men, in which they encountered the British privateer Rosebud of sixteen guns and one hundred and twenty men. On the return, a letter-of-marque of sixteen guns and seventy men was captured. The Lieutenant had now prize money enough to be converted, on his return, into a large bundle of continental bills, which he stowed away in a chaise box, on taking a journey, but which he could not find when he arrived at his destination. He kept his own secret, however, and "went to sea again," second in command of the United States' ship Saratoga, of Sixteen nine-pounders. The first prize was a ship of twelve guns, captured after an action of a few minutes.

On the next day, the Saratoga hoisted English colors, and came along side a ship which had two brigs in company; then running up the American ensign, she poured in a broadside while Lieutenant Barney, with fifty men, boarded the enemy The immediate result was, the conquest of a ship of thirty-two guns and ninety men. The two brigs, one of fourteen and the other of four guns, were also captured. The division of prize money would have made the officers rich, but no

division took place, for all but the Saratoga were captured by a seventy-four and several frigates. Lieutenant Barney was furnished with bed and board, on deck, and with him, bed and board were synonymous terms, but he was allowed to choose the softest plank he could find. In England he was confined in prison, from which he escaped, and, after various adventures, arrived at Beverly, Massachusetts, and, as soon as he landed, was offered the command of a privateer of twenty guns On his arrival at Philadelphia, he accepted the command of one of several vessels, cruising against the enemies' barges, and the refugee boats, that infested the Delaware River and Bay. His ship was the Hyder Ally, a small vessel of sixteen six pounders. As a superior vessel of the enemy was approaching, Barney directed his steersman to interpret his commands by the rule of contraries.

When the enemy was ranging alongside, Barney cried out, "Hard a-port." The helmsman clapt his helm the other way, and the enemy's jib-boom caught in the fore rigging, and held her in a position to be raked, and never was the operation of raking more suddenly or effectually performed. The British flag came down in less than half an hour, and the captors made little delay for compliments, for a frigate from the enemy was rapidly approaching. The prize was the General Marle, of the Royal Navy, with twenty nine pounders, and one hundred and thirty-six men; nearly double the force and metal of the captors. After the peace, Commodore Barney made a partial settlement in Kentucky, and became a favorite with the old hunters of that pleasant land. He was appointed Clerk of the District Court of Maryland, and also an auctioneer. He also engaged in commerce, when his business led him to Cape Francois during the insurrection, and where he armed his crew, and fought his way, to carry off some specie which he had secreted in barrels of coffee.

On his return he was captured by a pirate, which called herself an English privateer. Barney, however, was a bad prisoner, and with a couple of his hands rose upon the buccaneers and captured their ship. In this situation it was no time for Argus himself to sleep, with more than an eye at a time. The Commodore slept only by day in an armed chair on deck, with his sword between his legs, and pistols in his belt, while his cook and boatswain, well armed, stood the watch at his side. On another occasion, he was captured in the West Indies, by an English frigate, where he received the usual British courtesies, and he was tried in Jamaica for piracy, &c. It is need-

less to say that, though in an enemy's country, he was acquitted by acclamation. This accusation originated with the commander of the frigate, who, however, prudently kept out of sight; though an officer in the same frigate, expressed at a Coffee House, a desire to meet Barney, without knowing that he was present, that he might have an opportunity to settle accounts with the rascal. The rascal bestowed upon the officer the compliments that were usual on such an occasion, and tweaked that part of his head that is so prominent in an elephant.

We cannot follow the Commodore through his subsequent fortunes and adventures. In France he received the hug fraternal of the President of the Convention, and the commission of Captain of the highest grade in the Navy. He fitted out several vessels of his own to harrass the British trade, in which he was very successful. He received the command of two frigates, which were almost wrecked in a storm, though he succeeded in saving them. In the last war, his services are more immediately in our memories.

NAVAL BATTLES

OF THE UNITED STATES

The depradations committed on American commerece in the Mediterranean, by the piratical corsairs of the Barbary powers, induced Congress, in 1794, to authorize the formation of a naval force for its protection. Four ships of forty-four guns each and two of thirty-six were ordered to be built.—Captain Thomas Truxton was one of the first six captains appointed by the President, at the organization of the naval establishment, in 1794. He was appointed to the command of the Constellation of thirty-six guns, and ordered to protect the commerce of the United States in the West Indies, from

the ravages of the French. On the ninth of February, 1799, he captured the French frigate Insurgente, of which twenty-nine of the crew were killed and forty-four wounded. The Constellation had but one man killed and two wounded.

In 1800, the Constellation engaged with the French frigate Vengeance of fifty-four guns, near Guadaloupe; but owing to the darkness of the night the latter escaped, after having thrice struck her colors and lost one hundred and sixty men in the engagement.

The same year, the United States frigate Boston captured the French national corvette Le Berceau.

In the month of August, 1801, Captain Sterrett of the United States schooner Enterprize, of twelve guns and ninety men, fell in, off Malta, with a Tripolitan cruiser of fourteen guns and eighty-five men. In this action the Tripolitans thrice hauled down her colors, and thrice perfidiously renewed the conflict. Fifty of her men were killed and wounded. The Enterprize did not loose a man.

Captain Sterrett's instructions not permitting him to make a prize of the cruiser, he ordered her crew to throw overboard all their guns and powder, and to go and tell their countrymen the treatment they might expect from a nation, determined to pay tribute only in powder and ball. On her arrival at Tripoli, so great was the terror produced, that the sailors abandoned the cruisers then fitting out, and not a man could be procured to navigate them.

The Tripolitan cruisers continuing to harrass the vessels of the United States, Congress determined in 1803, to fit out a fleet that should chastise their insolence. The squadron consisted of the Constitution, 44 guns; the Philadelphia, 44; the Argus, 18; the Siren, 16; the Nautilus, 16; the Vixen, 16; and the Enterprize, 14. Commodore Preble was appointed to the command of this squadron, in May 1803, and on the 13th of August, sailed in the Constitution for the Mediterranean. Having adjusted the difficulties which had sprung up with the emperor of Morocco, he turned his whole attention to Tripoli. The season was, however, too far advanced for active operations.

On the 31st of October, the Philadelphia, being, at nine o'clock in the morning, about five leagues to the westward of Tripoli, discovered a sail in shore, standing before the wind to the eastward. The Philadelphia immediately gave chase. The sail hoisted Tripolitan colors, and continued her course near the shore. The Philadelphia opened a fire upon her,

and continued it, till half past eleven; when, being in seven fathoms water, and finding her fire could not prevent the vessel entering Tripoli, she gave up the pursuit. In beating off, she ran on a rock, not laid down in any chart, distant four and a half miles from the town. A boat was immediately lowered to sound. The greatest depth of water was found to be astern. In order to back her off, all sails were laid aback; the top-gallant-sails loosened; three anchors thrown away from the bows; the water in the hold started; and all the guns thrown overboard, excepting a few abaft to defend the ship against the attacks of the Tripolitan gun-boats, then firing at her. All this, however, proved ineffectual; as did also the attempt to lighten her forward by cutting away her foremast. The Philadelphia had already withstood the attack of the numerous gun-boats for four hours, when a large reinforcement coming out of Tripoli, and being herself deprived of every means of resistance and defence she was forced to strike, about sunset. The Tripolitans immediately took possession of her, and made prisoners of the officers and men, in number, three hundred. Forty-eight hours afterwards, the wind blowing in shore, the Tripolitans got the frigate off, and towed her into the harbor.

On the 14th of December, Commodore Preble sailed from Malta, in company with the Enterprize, commanded by Lieutenant Stephen Decater. When the latter was informed of the loss of the Philadelphia, he immediately formed a plan of recapturing and destroying her, which he proposed to Commodore Preble. At first the commodore thought the projected enterprize too hazardous; but at length granted his consent. Lieutenant Decater then selected for the enterprise the ketch Intrepid, lately captured by him. This vessel he manned with seventy volunteers, chiefly of his own crew; and on the 3d of February sailed from Syracuse, accompanied by the brig Siren, lieutenant Stewart.

After a tempestuous passage of fifteen days, the two vessels arrived off the harbor of Tripoli, towards the close of day.—It was determined that at ten o'clock in the evening the Intrepid should enter the harbor, accompanied by the boats of the Siren. But a change of wind had separated the two vessels six or eight miles As delay might prove fatal, Lieutenant Decater entered the harbor alone about eight o'clock. The Philadelphia lay within half gun shot of the Bashaw's castle and principal battery. On her starboard quarter lay two Tripolitan cruisers within two cables length; and on the starboard

bow a number of gunboats within half gun shot. All her guns were mounted and loaded. Three hours were, in consequence of the lightness of the wind, consumed in passing three miles, when being within two hundred yards of the Philadelphia, they were hailed from her, and ordered to anchor on peril of being fired into. The pilot on board the Intrepid was ordered to reply, that all their anchors were lost. The Americans had advanced within fifty yards of the frigate, when the wind died away into a calm. Lieutenant Decater ordered a rope to be taken out and fastened to the fore-chains of the frigate, which was done, and the Intrepid warped alongside. It was not till then the Tripolitans suspected them to be an enemy; and their confusion in consequence was great. As soon as the vessels were sufficiently near, Lieutenant Decater sprang on board the frigate, and was followed by midshipman Morris. It was a minute before the remainder of the crew succeeded in mounting after them. But the Turks, crowded together on the quarter deck, were in too great consternation to take advantage of this delay. As soon as a sufficient number of Americans gained the deck they rushed upon the Tripolitans, who were soon overpowered; and about twenty of them were killed.

After taking possession of the ship, a firing commenced from the Tripolitan batteries and castle, and from two cruisers near the ship; a number of launches were also seen rowing about in the harbor; whereupon Lieutenant Decater resolved to remain in the frigate, for there he would be enabled to make the best defence. But perceiving that the launches kept at a distance, he ordered the frigate to be set on fire, which was immediately done, and so effectually, that with difficulty was the Intrepid preserved. A favorable breeze at this moment sprung up, which soon carried them out of the harbor. None of the Americans were killed, and only four wounded. For this heroic achievment Lieutenant Decater was promoted to the rank of post captain. His commission was dated on the lay he destroyed the Philadelphia.

After the destruction of the Philadelphia frigate, commodore Preble was, during the spring and early part of the summer, employed in keeping up the blockade of the harbor of Tripoli, in preparing for an attack upon the town and in cruising. A prize that had been taken was put in commission, and called the Scourge. A loan of six gun-boats and two bomb-vessels, completely fitted for service, was obtained from the king of Naples. Permission was also given to take twelve or

fifteen Neapolitans on board each boat, to serve under the American flag.

With this addition to his force, the commodore on the 21st of July, joined the vessels off Tripoli. The number of men engaged in the service amounted to one thousand and sixty.

On the Tripolitan castle and batteries, one hundred and fifteen guns were mounted, fifty-five of which were pieces of heavy ordnance, the others long eighteen and twelve pounders. In the harbor were nineteen gun-boats carrying each a long brass eighteen or twenty-four pounder in the bow, and two howitzers abaft; also two schooners of eight guns each, a brig of ten and two galleys of four guns each. In addition to the ordinary Turkish garrison, and the crews of the armed vessels, estimated at three thousand, upwards of twenty thousand Arabs had been assembled for the defence of the city.

The weather prevented the squadron from approaching the city until the twenty-eighth, when it anchored within two miles and a half of the fortifications; but the wind suddenly shifting, and increasing to a gale, the commodore was compelled to return. On the 3d of August, he again approached to within two or three miles of the batteries. Having observed that several of the enemy's boats were stationed without the reef of rocks, covering the entrance, he made signal for the squadron to come within speaking distance, to communicate to the several commanders his intention of attacking the shipping and batteries. The gun-boats and bomb-ketches were immediately manned and prepared for action. The former were arranged in two divisions of three each. At half past one the squadron stood in for the batteries. At two, the gun-boats were cast off. At half past two, signal was made for the bomb-ketches and gun-boats to advance and attack.—At three quarters past two, the signal was given for a general action. It commenced by the bomb-ketches throwing shells into the town. A tremendous fire immediately commenced from the enemy's batteries and vessels, of at least two hundred guns. It was immediately returned by the American squadron, now within musket shot of the principal batteries.

At this moment, Captain Decater, with the three gun-boats under his command, attacked the enemy's eastern division, consisting of nine gun-boats. He was soon in the midst of them. The fire of the cannon and musketry was immediately changed to a desperate attack with bayonet, spear and sabre. Captain Decater having grappled a Tripolitan boat,

and boarded her with only fifteen Americans, in ten minutes her decks were cleared and she was captured. Three Americans were wounded. At this moment captain Decater was informed that the gun-boat commanded by his brother, had engaged and captured a boat belonging to the enemy; but that his brother, as he stepped on board was treacherously shot by the Tripolitan commander, who made off with his boat. Captain Decater immediately pursued the murderer, who was retreating within the lines; having succeeded in coming alongside, he boarded with only eleven men. A doubtful contest of twenty minutes ensued. Decater immediately attacked the Tripolitan commander, who was armed with a spear and cutlass. In parrying the Turk's spear, Decater broke his sword close to the hilt, and received a slight wound in the right arm and breast; but having seized the spear he closed; and, after a violent struggle, both fell, Decater uppermost. The Turk then drew a dagger from his belt, but Decater caught his arm, drew a pistol from his pocket and shot him. While they were struggling, the crew of both vessels rushed to the assistance of their commanders. And so desperate had the contest around them been, that it was with difficulty that Decater extricated himself from the killed and wounded that had fallen around him.

In this affair an American manifested the most heroic courage and attachment to his commander. Decater, in the struggle, was attacked in the rear by a Tripolitan, who had aimed a blow at his head, which must have proved fatal, had not this generous minded tar, then dangerously wounded and deprived of the use of both his hands, rushed between him and the sabre, the stroke of which he received in his head whereby the scull was fractured. This hero, however survived, and afterwards received a pension from his grateful country. All the Americans but four were wounded. Captain Decater brought both of his prizes safe to the American squadron.

Two successive attacks were afterwards made upon Tripoli; and the batteries effectually silenced. The humiliation of this barbarous power was of advantage to all nations.—The Pope made a public declaration, that, "the United States, though in their infancy, had, in this affair, done more to humble the anti-christian barbarians on that coast, than all the European States had done for a long series of time." Sir Alexander Ball, a distinguished commander in the British navy, addressed his congratulations to Commodore Preble.

After the junction of the two squadrons, Commodore Preble obtained leave to return home. This he did with the greater pleasure, as it would give the command of a frigate to Captain Decater.

On his return to the United States, he was received and treated every where with that distinguished attention, which he had so fully merited. Congress voted him their thanks, and requested the President to present him with an emblematical medal.

Our limits will only allow us to glance briefly at a few of the remaining victories of the American navy. A formal declaration of war against Great Britain was passed by Congress on the 18th of June, 1812. On the 19th of August, the memorable capture of the British frigate Guerriere by the Constitution under Captain Hull, took place. On the 19th of October the British sloop of war Frolic was taken by the Wasp, commanded by Captain Jacob Jones; before the latter could escape, however, with her prize, being in a very disabled state, she was captured by the British seventy-four, Poictiers. On the 25th of October, the United States under Commodore Decater, fell in with and captured, off the Western Isles, the British frigate Macedonian, mounting forty-nine guns and carrying three hundred and six men. The Macedonian had one hundred and six men killed and wounded. The United States five killed and seven wounded. The Victory of the Constitution over the Java, followed next, and was succeeded by that of the Hornet, commanded by Captain Lawrence, over the Peacock. The loss of this brave officer in the subsequent engagement between the Chesapeake and Shannon, was generally lamented by his countrymen.

On the first of September, 1813, the British brig Boxer of 14 guns, was captured by the United States brig Enterprise, commanded by Lieutenant William Burrows, who fell in the engagement. We must close our notice of American naval history, by a brief sketch of some of the most interesting cruises and engagements.

CRUISE OF THE WASP.

On the first of May, 1814, the United States sloop of war Wasp, of eighteen guns and one hundred and seventy-four men, Captain Blakely, commander, sailed from Portsmouth, N. H. on a cruise, and on the 28th of June, in latitude 48 36 longitude 11 15, after having made several captures, she fell

in with, engaged, and after an action of nineteen minutes, captured his Britanic Majesty's sloop of war Reindeer, William Manners, Esq. commander. The Reindeer mounted sixteen twenty-four pound carronades, two long six or nine pounders, and a shifting twelve pound carronade, with a complement on board of one hundred and eighteen men. She was literally cut to pieces in a line with her ports; her upper works, boats and spare spars were one complete wreck, and a breeze springing up the next day after the action, her fore-mast went by the board; when the prisoners having been taken on board the Wasp, she was set on fire and soon blew up.

The loss on board the Reindeer was twenty-three killed and forty-two wounded, her captain being among the former. On board the Wasp five were killed and twenty-one wounded.—More than one half of the wounded enemy were, in consequence of the severity and extent of their wounds, put on board a Portuguese brig and sent to England. The loss of the Americans, although not so severe as that of the British, was owing, in a degree, to the proximity of the two vessels during the action, and the extreme smoothness of the sea, but chiefly in repelling boarders.

On the 8th of July, the Wasp put into L'Orient, France, after capturing an additional number of prizes, where she remained until the 27th of August, when she again sailed on a cruise. On the 1st of September she fell in with the British sloop of war Avon, of twenty guns, commanded by Captain Abuthnot, and after an action of forty-five minutes, compelled her to surrender, her crew being nearly all killed and wounded. The guns were then ordered to be secured, and a boat lowered from the Wasp in order to take possession of the prize. In the act of lowering the boat, a second enemy's vessel was discovered astern and standing towards the Wasp.—Captain Blakely immediately ordered his crew to their quarters, prepared every thing for action, and awaited her coming up. In a few minutes after, two additional sail were discovered bearing down upon the Wasp. Captain Blakely stood off with the expectation of drawing the first from its companions; but in this he was disappointed. She continued to approach until she came close to the stern of the Wasp, when she hauled by the wind, fired her broadside, (which injured the Wasp but trifling,) and retraced her steps to join her consorts — Captain Blakely was now necessitated to abandon the Avon, which had by this time become a total wreck, and which soon after sunk, the surviving part of her crew having barely time to escape to the other vessels

On board of the Avon forty were killed and sixty wounded. The loss sustained by the Wasp was two killed and one wounded.

The Wasp aftewards continued her cruise, making great havoc among the English merchant vessels and privateers, destroying an immense amount of the enemies property.—From the 1st of May until the 20th of September, she had captured fifteen vessels, most of which she destroyed.

HORNET AND PENGUIN.

On the 23d of March, 1815, as the Hornet, commanded by Captain Biddle, was about to anchor off the north end of the island of Tristan d'Acuna, a sail was seen to the southward; which, at forty minutes past one, hoisted English colors, and fired a gun. The Hornet immediately luffed to, hoisted an ensign, and gave the enemy a broadside. A quick and well directed fire was kept up from the Hornet, the enemy gradually drifting nearer, with an intention, as Captain Biddle supposed, to board. The enemy's bowsprit came in between the main and mizen rigging on the starboard side of the Hornet, giving him an opportunity to board, if he had wished but no attempt was made. There was a considerable swell, and as the sea lifted the Hornet ahead, the enemy's bowsprit carried away her mizen shrouds, stern davits, and spanker boom, and hung upon her larboard quarter. At this moment an officer called out that they had surrendered. Captain Biddle directed the marines to stop firing, and, while asking if they had surrendered, received a wound in the neck. The enemy just then got clear of the Hornet; and his foremast and bowsprit being both gone, and perceiving preparations to give him another broadside, he again called out that he had surrendered. It was with great difficulty that Captain Biddle could restrain his crew from firing into him again, as it was certain that he had fired into the Hornet after having surrendered.

From the firing of the first gun to the last time the enemy cried out that he had surrendered, was exactly twenty-two minutes. The vessel proved to be the British brig Penguin, of twenty guns, a remarkable fine vessel of her class, and one hundred and thirty-two men, twelve of them supernumeraries from the Medway seventy-four, received on board in consequence of their being ordered to cruise for the privateer Young Wasp.

The Penguin had fourteen killed and twenty-eight wound-

ed. Among the killed was Captain Dickenson, who fell at the close of the action. As she was completely riddled, and so crippled as to be incapable of being secured, and being at a great distance from the United States, Captain Biddle ordered her to be scuttled and sunk.

The Hornet did not receive a single round shot in her hull, and though much cut in her sails and rigging was soon made ready for further service. Her loss was one killed and eleven wounded.

ALGERINE WAR.

Immediately after the ratification of peace with Great Britain, in February 1815, Congress, in consequence of the hostile conduct of the regency of Algiers, declared war against that power. A squadron was immediately fitted out, under the command of Commodore Decater, consisting of the Guerriere, Constellation and Macedonian frigates, the Ontario and Epervier sloops of war, and the schooners Spark, Spitfire, Torch and Flambeau. Another squadron, under Commodore Bainbridge, was soon to follow this armament, on the arrival of which, it was understood, Commodore Decater would return to the United States in a single vessel, leaving the command of the whole combined force to Commodore Bainbridge.

The force under Commodore Decater rendezvoused at New York, from which port they sailed the 20th day of May, 1815, and arrived in the Bay of Gibraltar in twenty-five days, after having previously communicated with Cadiz and Tangier. In the passage, the Spitfire, Torch, Firefly and Ontario, separated different times from the squadron in gales, but all joined again at Gibraltar, with the exception of the Firefly, which sprung her masts, and put back to New York to refit. Having learned at Gibraltar that the Algerine squadron, which had been out into the Atlantic, had undoubtedly passed up the straits, and that information of the arrival of the American force had been sent to Algiers by persons in Gibraltar, Commodore Decater determined to proceed without delay up the Mediterranean, in the hope of intercepting the enemy before he could return to Algiers, or gain a neutral port.

On the 17th of June, off Cape de Gatt, he fell in with and captured the Algerine frigate Mazouda, in a running fight of twenty-five minutes. After two broadsides the Algerines ran below The Guerriere had four men wounded by musketry, the Algerines had about thirty killed, according to the state-

ment of the prisoners, who amounted to four hundred and six. In this affair, the famous Algerine admiral or Rais, Hammida, who had long been the terror of this sea, was cut in two by a cannon shot.

On the 19th of June, off Cape Palos, the squadron fell in with and captured an Algerine brig of twenty-two guns. The brig was chased close to the shore, where she was followed by the Epervier, Spark, Torch and Spitfire, to whom she surrendered, after losing twenty-three men. No Americans were either killed or wounded. The captured brig, with most of the prisoners on board, was sent into Carthagena. From Cape Palos, the American squadron proceeded to Algiers, where it arrived the 28th of June.

The treaty which Commodore Decater finally succeeded in negotiating with the Dey, was highly favorable. The principal articles were, that no tribute under any pretext or in any form whatever, should ever be required by Algiers from the United States of America, that all Americans in slavery should be given up without ransom, that compensation should be made for American vessels captured, or property seized or detained at Algiers, that the persons and property of American citizens found on board an enemy's vessel should be sacred, that vessels of either party putting into port should be supplied with provisions at market price, and if necessary to be repaired, should land their cargoes without paying duty, that if a vessel belonging to either party should be cast on shore, she should not be given up to plunder, or if attacked by an enemy within cannon shot of a fort, should be protected, and no enemy be permitted to follow her when she went to sea within twenty-four hours. In general, the rights of Americans on the ocean and land, were fully provided for in every instance, and it was particularly stipulated that all citizens of the United States taken in war, should be treated as prisoners of war are treated by other nations, and not as slaves, but held subject to an exchange without ransom. After concluding this treaty, so highly honorable and advantageous to this country, the commissioners gave up the captured frigate and brig, to their former owners.

Commodore Decater despatched Captain Lewis in the Epervier, bearing the treaty to the United States, and leaving Mr. Shaler at Algiers, as consul-general to the Barbary states, proceeded with the rest of the squadron to Tunis, with the exception of two schooners under Captain Gamble, sent to convoy the Algerine vessels home from Carthagena. Having

obtained from the bashaw of Tunis a full restoration in money, for certain outrages which had been sustained by American citizens, the squadron proceeded to Tripoli, where Commodore Decater made a similar demand for a similar violation of the treaty subsisting between the United States and the bashaw, who had permitted two American vessels to be taken from under the guns of his castle by a British sloop of war, and refused protection to an American cruiser lying within his jurisdiction. Restitution of the full value of these vessels was demanded, and the money, amounting to twenty-five thousand dollars, paid by the bashaw into the hands of the American consul. After the conclusion of this affair, the American consular flag, which Mr. Jones, the consul, had struck, in consequence of the violation of neutrality above mentioned, was hoisted in the presence of the foreign agents, and saluted from the castle with thirty-one guns. In addition to the satisfaction thus obtained, for unprovoked aggressions, the commodore had the pleasure of obtaining the release of ten captives, two Danes and eight Neapolitans, the latter of whom he landed at Messina.

After touching at Messina and Naples, the squadron sailed for Carthagena on the 31st of August, where Commodore Decater was in expectation of meeting the relief squadron, under Commodore Bainbridge. On joining that officer at Gibraltar, he relinquished his command, and sailed in the Guerriere for the United States, where he arrived on the 12th of November, 1815.

Every thing being done previous to the arrival of the second division of the squadron, under Commodore Bainbridge, that gallant officer had no opportunity of distinguishing himself. Pursuant to his instructions he exhibited this additional force before Algiers, Tunis and Tripoli, where they were somewhat surprised at the appearance of the Independence seventy-four. Commodore Bainbridge sailed from Gibraltar thirty-six hours before the Guerriere, and arrived at Boston the 15th of November

ADDRESS TO THE OCEAN

Likeness of Heaven!
Agent of power;
Man is thy victim,
Shipwreck thy dower!
Spices and jewels
From valley and sea,
Armies and banners,
Are buried in thee!

What are the riches
Of Mexico's mines,
To the wealth that far down
In thy deep waters shine?
The proud navies that cover
The conquering west—
Thou fling'st them to death
With one heave of thy breast

From the high hills that view
Thy wreck making shore,
When the bride of the mariner
Shrieks at thy roar,
When like lambs in the tempest
Or mews in the blast,
On thy ridge broken billows
The canvas is cast—

How humbling to one,
With a heart and a soul,
To look on thy greatness
And list to its roll;
To think how that heart
In cold ashes shall be,
While the voice of Eternity
Rises from thee?

END OF THE SECOND VOLUME.